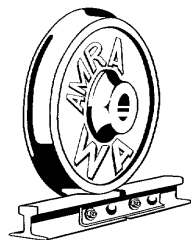


The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 188	August 2008	Vol 31 No. 4
------------------	--------------------	---------------------

Frans Fatidic

By the time you will read this our Annual General Meeting will be over and a new Management Committee will have been elected.

I would like to thank the out-going Management Committee and Branch members for their help during the past year, it has made my job a lot easier and maybe I will be at the helm again.

Our Branch will have to make several decisions regarding our future as a Club because of ever increasing running costs.

The Show this year was a success but financially not as good as expected because of rising costs as will have been explained by our Treasurer and Auditor, Ron Fryer and Alan Porter respectively, at the AGM.

In the last issue of *The Branchline* an error was made where it was stated that \$1500 was raised and donated to Starlight Foundation, however, the figure should have read \$1050. I also omitted to thank Barbara Romeo for the quilt which was raffled at the Show.

Enclosed in this issue is an expression of interest for next year's Show please read this carefully and respond to it as it will help us put together a Show with a difference next year.

If I am elected again I will be Show Coordinator with the help of a small committee. If anyone is interested to help with this please contact me **after the AGM**.

Branch President [maybe]
Frans Ponjee

Renewal Of AMRA Membership 2008-9

By now you should have received *Journal* No. 304 (July/August) in which is enclosed your Membership Renewal form. There are two ways that you can renew your membership –

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosie.pearce@bigpond.com

Vice President

John Maker – 0417 941 553
e-mail – jonmaker@westnet.com.au

Secretary

Neill Phillips – 9243 4664
c-nphillips@bigpond.com

Treasurer

Ron Fryer – 9401 3514
e-mail – not available

Committee

Alan Burrough – 9316 1045 [work]
e-mail – alan.burrough@det.wa.edu.au

Jim Gregg – 9298 9442
e-mail – ajgregg@westnet.com.au

Niels Kroyer – 9315 9635
e-mail nkroyer@portbouvardltd.com.au

Garry Pilmoor – 9296 7070
e-mail – garrypilmoor@bigpond.com

Steve Rayner – 9379 1147
e-mail – SteveRay@westnet.com.au

Editor

Ted Thoday – 9310 6316
e-mail – mandtt@ca.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

- Send it with the appropriate fee direct to the Federal Registrar at the address on the reverse of the form, or
- If you call into the Clubrooms on any meeting date and see the Duty Officer, he will accept your renewal and issue you with a receipt to cover the amount of your renewal. I will then collate these renewals and send them off together, thus saving you having to raise a cheque and pay for a stamp. However, if you do not bring the Renewal form in with your fee it will be refused – **No Form, No Go!**

For those members who cannot attend the Clubrooms due to incapacity or distance [country members for example] please **do not** send me your form and cheque. Send it direct to the Federal Registrar. It will be quicker and easier and less work for me at no extra cost to you.

The offer of the second method is open until Saturday 20 September 2008 and **no later**. If you cannot get your renewal to me by that date then send it direct to the Federal Registrar. Remember, there is a late payment fee from 1 October 2008.

Ron Fryer
Branch Treasurer

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings – from 2000 to 2230
Daytime meetings – Tuesday from 1000 to 1500
– Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

From the Editorial Desk

The Branchline – October issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday 27 September** please. The

following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 26 September
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 27 September
- For items transmitted electronically via e-mail – 1800 Saturday 27 September e-mail address is mandtt@ca.com.au – please use subject heading The Branchline.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on **Saturday** 11 October and will include AGM material

Please note the intended dates for *The Branchline* publication for the remainder of 2008:

Editorial deadline

Assembly, etc.

December

Saturday 22 November

Saturday 6 December

Ted Thoday

Literary Lines

Many thanks to the following for their generous donations of books, magazines and videos –

Dave Port, Roger Stanton, Arthur Giles, Andrew Wells, Jim Gregg.

Library – on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Missing Videos

In the June issue we printed a list of missing videos with the following note –

“None of these videos or the DVD is recorded has having been borrowed by a member.

Please check that you do not have any of these at home. If you do find any please return them to our Library **and ensure they are handed to either our Library staff or the Duty Officer.**”

On Saturday 28 June it was found that four of the missing videos had been returned to their places on the Library shelves. This could only have happened during the meetings on either 24, 25 or 27 June.

The member [or members] obviously did not want to be identified as they surreptitiously put the four videos back without handing them to our Library staff or one of the Duty Officers as requested very clearly in **bold** type.

None of these videos or the DVD is recorded has having been borrowed by a member.

Please check that you do not have any of these at home. If you do find any please return them to our

Library **and ensure they are handed to either our Library staff or the Duty Officer.**

The following are still missing –

79	Railscene 26
194	Steam Vol. 5 – LMS
243	Inside Isle of Man Railway
248	Postcards WA 2–7–2000
252	Railway Panorama No. 4
306	Great Railways
DVD13	Severn Valley Railway

Perhaps you were away when the June issue of *The Branchline* was published, perhaps you just ignored my request, whatever, someone has them – please return them so that the rest of our members can have the pleasure of viewing them.

Chris Paterson
Branch Librarian

Members DCC System Survey

Our Branch is considering the purchase of DCC systems for our *Haltwhistle*, *Western Ridge* and *Denver*, *Santa Fe* and *Valentine RR* layouts. As this is a rapidly growing area of our hobby, our Management Committee acknowledges the need for more resources to meet the expansion of interest by members.

These layouts will still retain their DC systems, so members will have their choice of DC or DCC control. Suitable devices will identify if DCC is currently in use. For example, when DCC is in use on the D, SF & V RR, each control panel will have a flashing red LED labelled ‘DCC on’.

As system components need to be interchangeable [for shows, shopping centre displays, etc], our Committee will select one system to be our Branch standard. As the previous selection was made two years ago, it seems logical to consider currently available systems to determine which best meets our layouts’ requirements.

With good grace, a willingness to compromise and a minimum of bloodletting, the ‘gaffers’ of the respective layouts have determined the following specifications:

- Simple to operate
- NMRA compatible.
- 5 amp
- Throttles able to be plugged into sockets located around layout – [enabling operator to follow train].
- Reliable and prompt repair service and parts availability – preferably in Australia.
- Robust – able to survive Club usage [eg. dropping]
- Upgradeable to wireless
- Upgradeable software

It has also been suggested by a member that the selected system have five digit and alpha–numeric addressing capability.

We have sought guidance from several people experienced in DCC usage and from respective layout teams [several members fit both categories] and greatly appreciate their input. Now, we invite your contributions on –

- Your recommendations – which system, your thoughts and experiences,
- The above specifications, and
- Anything else [regarding current or future Branch DCC usage] upon which you wish to comment.

Any suggestions from other 'learned DCC persons' would also be gratefully received.

Please forward your email to me at burrough@iinet.net.au or via snail mail to Alan Burrough, AMRA WA Branch, PO Box 60 MAYLANDS 6931, by Wednesday, 27 August. Your response will be a valued contribution to the evaluation process.

Alan Burrough

ModelRail

The theme for this year's ModelRail will be to assist modellers already involved in the hobby to further develop their modelling skills.

It is intended that a selection of modelling activities will be presented by experienced modellers in a way that allows the visiting modeller to interact, ask questions and learn from the presenters. There will also be a number of other activities during the day. These will be described more fully in the next issue of *The Branchline*.

ModelRail will be on Sunday 9 November between 1000 and 1600 and will be followed by the presentation of the Modelling Competition awards.

For ModelRail to be a success we will need every possible assistance – will you help? If you would like to be one of our demonstrators I would like to hear from you as soon as possible.

I would also like to hear from any other member, who is prepared to give some time to assist with the various administrative tasks that need to be done. Please let me know as early as possible if you are prepared to assist.

Frans Ponjee

Railway Modelling Competition

The Railway Modelling Competition is open to **all** modellers, whether they are members of the Association or not. Entry forms for the Competition will soon be available at the Branch Clubrooms, in the main hobby shops, from the Secretaries of other model railway clubs and by application to the Competition Coordinator or the Branch Secretary at PO Box 60, MAYLANDS WA 6931.

To cover the administrative overheads, there will be a fee of \$2.00 per person entering the Competition, regardless of how many models are entered. The fee must accompany the Entry Forms. Completed Entry Forms must be returned to the Competition Coordinator no later than Saturday 18 October 2008.

Subject to there being sufficient models entered by enough modellers, there will be categories for:–

Locomotives

Scratch-built
 Kit-built, with or without modifications
 Modified ready-to-run proprietary

Rolling Stock

Scratch-built
 Kit-built, with or without modifications
 Modified ready-to-run proprietary

Structures

Scratch-built [including road vehicles]
 Kit-built, with or without modifications

Trophies will be awarded in all categories, provided that there are enough models entered by sufficient modellers in each category.

There will be a special award, *The Ossie Gully Cup*, for the best model over all categories, as well as trophies for –

- a the best model, over all categories, entered by a junior modeller [defined as under 16 years of age]
- b the best model, over all categories, of a Western Australian prototype

Entries will be required to be delivered to the venue for the Competition, the AMRA WA Branch Clubrooms, at 24 Moojebing Street, Bayswater, between 1000 and 1100 on Saturday 8 November 2008.

The presentation of the trophies will take place on the afternoon of Sunday 9 November during ModelRail, which is being held at the same venue. The presentation of trophies will be at 1600.

Details of the judging system to be used are available for the guidance of modellers. These, plus the Rules for the Competition, are available as part of the Entry Form.

Around the Layouts

The Denver, Santa Fe and Valentine Railroad

As the scenery substructure of Modules A and H is all but complete and as work on F and G is well underway, it is interesting to see shape and form emerging from the styrene skyscrapers that previously dominated the layout. Landscape architects Alan H, Peter, Murray, Craig and Gary are creatively cutting, carving and glueing and we look forward to their completed panoramas.

[This photograph taken by Dave Hunter gives a good impression of the styrene skyscraper under construction. Ed]



The three loops and the branch line can now be run with temporary connections between the block wiring and the H&M controllers. Rob Kay's enthusiasm and immersion in this project is greatly appreciated in the expeditious completion of this task. As a result, an improbable assortment of trains have circled the layout, including Ron's double-headed GWR passenger consist, John's On30 railcar,

Gary's FEF Northern and rake of UP coaches and the author's DD40 track tester [the only worthwhile use for a diesel, some might say].

The control panels are drilled for switches, LEDs, hinges and bolts. The next step is to gloss coat them in preparation for decaling, then to affix schematic track plans and decals before a final flat, clear coat is applied. The LEDs and additional switches have been ordered from Demar Electronics in the US. Similarly, an order has been placed for a PSX4 circuit breaker set [see *Model Railroader*, August 2007, p88, for a review on this unit].

Rumblings have been overheard regarding the excessive length of our Railroad's name. It appears opportune to remind critics that the title on Jim Kelly's original submission was *The Denver, Santa Fe and Valentine Subdivision of the Atchison, Topeka and Santa Fe Railway*, which was accepted by the [then] Management Committee. So any more grumbles may result in the offender [including Presidential aspirants] being required to state the full title ten times over before taking a second breath. This should permanently resolve the problem.

Craig Hartmann
Alan Burrough
D, SF & V RR Coordinators

Haltwhistle – over the past few weeks many grey hairs have been grown, new words learned and said while trying to sort out the electrics controlling the track and turnouts at the end of Cumwaite station – Dave Hunter provided some evidence that the team had solved [most of] the problems with his shots of some of the workers and the DMU test train.



Distance is no Barrier

Takeshi Iwai, one of our members who commutes between his home country and Perth, is involved in Japan with a group of modellers who have/are constructing a rather large American prototype layout.

This layout appeared in the March 2008 issue of Model Railroader, it's impressive and the article is well worth a look. The modelling looks to be of a high standard if the photographs are anything to go by.

Albany Hobby Expo

The Expo will be over the weekend of Saturday and Sunday 4 and 5 October 2008 and will be open to the public from 1000 to 1700 on Saturday and 0900 to 1600 on Sunday in the Albany Agricultural Society Centennial Hall, Lockyer Avenue, Albany. Admission \$5/\$2

Model trains, model railway layouts plus other hands-on hobbies and trade stands. Refreshments available.

For more information contact Bruce Norton, PO Box 5271 Albany 6332, phone 08 9844 3480 [home] or 08 9842 4224 [work] or email <bruce@omninet.net.au>

Exhibitors and visitors intending to attend the Hobby Expo are urged to arrange accommodation as soon as possible. If you need local help to secure accommodation then please contact the Albany Regional Booking Service, Albany Visitors Centre on 9841 9377, fax 9842 1490, or via the website <www.albanytourist.com.au>

Please note I will be providing invitations to other clubs, selected individuals and trade representatives at the 2008 Model Railway Show but if we have failed to contact someone who has previously expressed an interest in attending as an exhibitor please contact me ASAP.

Bruce Norton

SIG Scribe

For at least ten years Alan Porter has scribbled the notes for the BR, GWR and LMS Special Interest Groups. Recently Alan's pencil ran out of lead and there were no more pages left in his notebook, so, rather than buy new ones he has handed over his BR and GWR SIG Scribe's hat to Ron Fryer.

We owe Alan a very big vote of thanks for his diligence in keeping us informed of the activities of these SIGs. What is not so obvious is the amount of time and effort Alan contributed to researching each topic and for producing the Facilitation Notes that were distributed to SIG members and which were also available to a wider audience on request. Thanks Alan for a job very well done.

Ron has said that, starting with the notes in this issue, he will adopt a slightly different style to Alan's. He will give a brief summary of the topic information with the proviso that any member wanting more detailed information has only to ask for a copy of the relevant Facilitation Note which will be freely available.

Ron will continue to record details of the BR and GWR SIG members modelling activities and the models, products, books, etc. that are bought and shown at these two SIG meetings. Alan will

continue providing the same information for the LMS SIG..

Welcome aboard Ron.

Ted Thoday
Editor

Fencing and other things

In the EM Gauge Society's Newsletter No. 176 is a brief description of a number of items produced by S Kits that are of potential interest to modellers.

- Etched stainless steel mesh fencing and gates
- Cast fence posts in three heights, including one with a cranked top typical of modern industrial fencing
- Etched catwalk replacement for the Hornby and Bachmann tank wagons
- A portable toilet with full interior detail should you wish to leave the door open.

Hobby Shops Club Night

Just a reminder about the forthcoming Club Night that will be held at Stanbridges Hobbies and Maylands Model Railways.

Peter Dallimore, Stanbridges Hobbies, has decided to give the Train Club night another run, this time on Tuesday 7 October 2008. The shop will be open from 1800 to 2000 for Model Railway Club members only.

Stanbridges Hobbies will sweeten the pie [so to speak] by providing pizzas and tea and coffee to those who attend.

Peter Ibbs, Maylands Model Railways, will be open from 1630 to 1900 to offer a **one night only** 25% off all G scale stock excluding track and 15% off all other stock in store to all Model Railway Club members.

So put the new date in your diaries and show both proprietors that it is worth their while holding these Club Nights – they might just consider it worthwhile doing again and, perhaps, again.

Model Railway/Railroad Websites

One of my correspondents has told me about these two interesting websites. One is a video clip of a layout with trains in a desert scene. The other is a comprehensive model railway/railroad hints, tips, ideas, etc. etc. and well worth a look – it is an extensive extract from a book which is on offer in the site.

The sites are <<http://www.model-railroad-resources.com/desert-trains-video.html>> and <<http://www.model-train-help.com>>

I have also been told that You Tube has details/pictures of 60163 Tornado in steam.

Around the SIGs

British Railways Modellers Special Interest Group

The subject for the June meeting was the BR Class 24 and Class 25 diesel electric locomotives. Twelve members were present and between them they had brought in twenty-one models of the two classes and the associated sub-classes. Nineteen were OO models the remaining two being N Scale.

Alan Porter started his talk with a brief resumé of the pilot diesel locomotive scheme adopted by BR in 1955. These locomotives were to be run in service for a period of three years to provide feedback before the placing of large orders. However, things do not always go to plan, BR changed its mind and placed orders for locomotives – some still on the drawing board.

The Class 24s and 25s would be the equivalent of the following steam locomotives; the LMS 4–6–0 Stanier Class 5s; the LNER 4–6–0 Thompson B1s and the GWR 4–6–0 Collett Halls, all having wide route availability and capable of handling anything – including express passenger services. The Class 24s and 25s certainly proved their worth. Whilst not as prolific in numbers as the steam locomotives [well over 2000 were built] the 468 Class 24/25s were used in a wide range of work and were a successful diesel locomotive. Four Class 24s and twenty Class 25s have been preserved on various Preservation Railways – that alone speaks highly of them. The first models [Hornby] came onto the scene in 1977 – 31 years ago, and they were priced around \$60, not cheap. For their age they were thought by those present to be very good models.

A full set of facilitation notes listing all the sub-classes, etc, the models produced and various books about them is available on request.

After a short break we resumed with the new acquisitions.

Ron Richards brought in a 'Pullman' train – it was wooden and on the end of a piece of string hence its name – part of his granddaughters 2nd birthday present! He also showed a book *British Railway Goods Wagons [up to 1959]* by Robert Hendry, in colour, soft backed, [Ian Allan], Stg£14.99, ISBN 978-1-85-780-094-4.

Ron Fryer showed a set of photos of the Moscow Underground Stations taken from the World Wide Web. Perhaps he should send a set of them to Alannah!

Steve Rayner was next and he showed us his new Dapol Q1 Southern C11 in black and in N Scale, of course. An absolutely beautifully detailed model. The motor is in the tender and drives the locomotive through a universal shaft. Exquisite.

Geoff Mercer showed us sets of photographic backscenes from International Models. They are from actual scenes taken from the rail track in the UK. There are two in a set, each print is 5ft long and they sell for Stg£15.00 per set. He then brought out one of Heljan's models of the Brush Falcon D0280 in original lime-green and chestnut brown livery. The detail is brilliant. The printing on the side is approximately half a millimetre high yet is sharp, clear and easy to read – well I could read it. Geoff's model was No. 57 of a limited 800 – all sold. This model may well be 57 but is no Heinz Variety, but a model anyone of us would be proud to own.

Kelvin Davis bought six Hornby TTA Tankers from Hattons at six for Stg£20.00, liked them so much he ordered a further 6 – too late, all sold out! So, not to be outdone, he settled for six of the cheaper Rail Road version Hornby PCA Tankers at Stg£3.00 each. [They look the same – almost] He then produced seven Oxford Diecast 1:76 Cars/Vans –

Morris Minor Pickfords Van
Ford Anglia Royal Mail Van
FX4 London Black Taxi

Morris Minor BRS Parcels Van
Ford Anglia 105E Sedan

Morris Minor Police Van
Ford Cortina Mk. II Sedan

He bought these at the Show for \$6.30 each less 20%. An excellent buy. Finally he bought a Heljan Class 27 in green [w/white stripe] which has, apparently, caused some matrimonial strife – he's overspent for the next twelve months! [I wont mention the price he paid, for the loco that is.]

Terry Hammond brought in a whole range of items he had recently purchased. To my relief he also brought in a list of them as follows –

- Book – *Southampton Tramways* – bought from Maylands Model Railways.
- Bartholomew's Ordnance Survey maps 1954 edition of Cornwall [in cloth] and Dartmoor [on paper] Being c1954 they are brilliant for mapping branchlines in relation to contours, etc, before the good Doctor [Beeching] got rid of them.
- Hornby CCT Van M94149 – as new
- Hornby Locomotive *Clovelly* 34037 Malachite green/yellow stripe
- Hornby Locomotive *Yes Tor* Rebuilt West Country BR Green – his Birthday, Fathers Day and Xmas present in advance.
- Hornby Breakdown Crane 75ton DS1580 *Exmouth Junction*, black weathered.
- Bachmann Locomotive N Class 1824 Green
- Open Wagon – *W.J.KING, Bishops Lydeard*
- Open Wagon – *A.F.CHANEY, Yeovil*
- Open Wagon – *GOODLAND & SONS, Taunton*
- Open Wagon – *RALL & SONS, Bridport*
- Open Wagon – *T.S.PENNY, Taunton*
- Open Wagon – *T.J. CLARK, Weymouth*
- Open Wagon – *W.H. THOMAS & Co, Axminster*
- Open Wagon – *W.H. THOMAS & Co, Wellington*
- Open Wagon – *S. LONEY & Co, Wellington*

[Note two wagons from Wellington – one for each foot! – his joke not mine]

Nick Pusenjak had nothing to show but was so jealous of Kelvin and Terry's lot, that he decided to send an order off to Hattons for something.

Alan Porter bought what he thought was a reasonable SWB open wagon *TREDEGAR* in the Hornby catalogue. He reckons they saw him coming, as it was a bit of a let down, didn't quite match the catalogue picture. He also showed a Corgi Collectable Scammell Mechanical Horse with a Royal step frame trailer. Very nice, although I personally thought that the rear wheels on the trailer a little **too** small,

We then went around to find out if anyone was doing any modelling and if so what.

Steve Rayner told how he had bought a Green Max plastic kit [Japanese] of a little Works train in N scale, consisting of a small diesel loco, an open wagon, and two little crane trucks. He is creating a

(Continued on page 14)

Programme

Information regarding contact persons, etc. for Special Interest Groups is given in the 'Around the SIGs' article.

Note. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

August

Monday	18		Annual General Meeting
Tuesday	19	[7]	Daylighters Group – daytime meeting
Wednesday	20	[8]	Great Western Railway Special Interest Group meeting – GWR fish traffic
Friday	22	[9]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	23	[10&11]	General Activities
Tuesday	26	[12&1]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	27	[2]	British Railways Special Interest Group meeting – Chemical tank wagons running on BR metals
Friday	29	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	30	[4]	General Activities

September

Monday	1		Video Night – other Club's Exhibitions and layouts.
Tuesday	2	[5]	Daylighters Group – daytime meeting
Friday	5	[6]	N Scale Special Interest Group meeting – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. General Activities
Saturday	6	[7]	General Activities
Monday	8	[8]	S Scale Special Interest Group meeting –
Tuesday	9	[9]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	10	[10&11]	DCC Special Interest Group meeting –

Friday	12 [12&1]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	13 [2]	General Activities
Tuesday	16 [3]	Daylighters Group – daytime meeting
Wednesday	17 [4]	Great Western Railway Special Interest Group meeting – Bring, Run and Tell about a GWR train [or two]
Friday	19 [5]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	20 [6]	General Activities
Tuesday	23 [7]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	24 [8]	British Railways Special Interest Group meeting – Bring, Run and Tell about a BR train [or two]
Friday	26 [9]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	27 [10&11]	General Activities
Monday	29	Public Holiday – no meeting
Tuesday	30 [12&1]	Daylighters Group – daytime meeting

October

Wednesday	1 [2]	LMS Modellers Special Interest Group meeting –
Friday	3 [3]	N Scale Special Interest Group meeting – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. General Activities
Saturday	4 [4]	General Activities
Monday	6	Make your own hot wire foam cutter – you’ve seen the one being used by the Denver layout gang – here’s a hands on chance to learn how to make one for yourself and take it home.
Tuesday	7 [5]	Daylighters Group – daytime meeting
Wednesday	8 [6]	DCC Special Interest Group meeting –
Friday	10 [7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	11 [8]	The Branchline assembly followed by General Activities
Monday	13 [9]	S Scale Special Interest Group meeting –

Tuesday	14 [10&11]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Friday	17 [12&1]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	18 [2]	General Activities

(Continued from page 11)

motorised van to power the train. Excellent work.

Kelvin Davis showed a white metal Genesis Snowplough kit to fit a 3F or 4F tender. However to make it fit one has to perform surgery on certain parts of the tender including removing the coal. He has, so far, refused to do this on the grounds that it spoils a good tender. He is now looking for a battered, secondhand 3F or 4F tender – anyone help him?

The subject for the July meeting was BR Rolling Stock Bits and Pieces [Bogies, Buffers, Couplings, Roof Details, Gangways and Lamps]. It is not clear who suggested this topic when the programme of agenda topics for 2008 was discussed nor is it clear what was the intended purpose for the examination of the subject – whether it was to be an examination of the full size railway items or whether it was to be an examination of how we should deal with them in our modelling efforts.

In view of the lack of clarity on this, the treatment at the meeting and in the facilitation notes has been based on the latter assumption. Furthermore, that treatment is restricted to the rolling stock bits and pieces which were the result of British Railways design or were inherited in significant quantity from the Big Four – as an example, clerestory roofs as used on some pre-Grouping companies were ignored.

After the excellent talk by Alan we took a break for tea and cake [provided by Ron Fryer – leftover birthday cake from his grand daughter's third birthday – I made the cake too big], before recommencing the evening with new acquisitions –

Ron Richards – showed a Base Toys Rover 100 – nice model – and also a Bachmann OO Class 56xx BR Black 0-6-2 Tank [Weathered]. He got both from Hattons in the UK and landed cost just over \$70.

Mike Cazalet – showed the annual Bachmann Club OO wagon, which was a 7-plank open wooden coal wagon EDWARD EASTWOOD of CHESTERFIELD. The printing was very good in sharp contrast to last years wagon.

Ron Fryer – showed six DVDs, five of which his wife bought him for being a good boy! They are from an American TV series called Railway Adventures Across Europe. Each DVD consists of two programmes, each with a break in the middle [presumably where the adverts were], and apart from the occasional crass mispronunciation of some English names they are really quite good. One of the five DVDs is on Swiss Railways, the other four on UK railways. The sixth DVD is another Discovery Channel DVD called *Extreme Machines: Wheels of Steel* which allegedly focuses on the fastest, largest and tallest trains – we will see.

Geoff Mercer – showed the latest Hornby OO Loadhaul Shark ZUV brake van. beautifully finished. Next was Bachmann's set of six OO Trackside Workers impeccably painted. These items were followed by Heijan's OO D0280 Falcon in 2-tone green as finally purchased by BR, very heavy but a really superb model. A Hornby 2-car Class 156 in ONE colours followed and this set was

followed by three old, slim volumes, printed in 1959–60, he had been given

- A book by English Electric – *Class 40 Diesel locomotive – Operating Instructions and Fault Finding* printed in 1959–60.
- A book printed in 1941 by the LNER – *The Steam Locomotive – Failures and how to deal with them*.
- One by the British Transport Commission in 1957 called *A Handbook for Railway Steam Locomotive Enginemen*. All in all quite a collection.

Alan Porter – The new *Locomotives Illustrated* magazine dealing with diesels etc.– this issue is on Class 37s. He showed an article he downloaded from Pat Hammond's MRE Website on BR Chronology, quite a tome. Then we had a display of nine Oxford Diecast model vehicles –

a Morris Oxford Sedan	a Triumph Mayflower Sedan	a Fordson Major Tractor
an Express Dairy Milk Float	a Ford Popular Sedan	a Jowett Javelin Sedan
a Morris open Tourer	a Standard Vanguard Mk. L	a Ford Anglia Sedan
a Hornby Skaledale Ford Anglia Sedan [which is made by Oxford].		

Kelvin Davis – brought in a Bachmann OO 20ton BR Grey unfitted brake van, a Bachmann OO 10ton BR Insulated van [white], an Oxford Diecast Jaguar E-type Coupe, and an MGB convertible. [Wish I had shares in Oxford Diecast – Scribe]

Gordon Bramwell – returned from the UK with a bagful of goodies. Three DVDs –

- *BR Vol. 6 – Steam in the Midlands*
- *BR Vol. 7 – Channel Tunnel Trains*
- *Traction Archive No. 2 – East Coast Deities*

His next items were all books –

- *Lost Railways of North & East Yorkshire* by Gordon Suggitt. Countryside Books ISBN1–85306–918–3
- *Scenes of the Past: No. 37 [part 2] Cromford to High Peak Junction* by N. Jones & J.M. Bentley ISBN 1–870119–67–3
- *British Railways: Modernisation to Privatisation* by B. Sharpe. ISBN 0–9552868–2–4
- *BR First Generation DMUs* by S. Mackay. ISBN 0–7110–3156–8
- *Derbyshire Railway Stations on old picture postcards* by B. Lund. ISBN 0–946245–86X
- *Lincolnshire Railway Stations on old picture postcards* by E. Croft. ISBN 0–946245–77

Current modelling projects –

Ron Richards – couldn't bring his project in – he's building base boards in his shed.

Steve Rayner – fitting SideTrack Electronics Infra-Red detectors under his layout.

Nick Pusenjak – crystallising his plans for his layout.

Alan Porter – taking three modules of his layout to Albany for their Show so he is installing alignment dowels, from DCCconcepts, on them so that they will be easier to assemble.

Kelvin Davis – tracklaying on his N scale *Pixieville* extension; helping his son and two mates to build a German war layout in HO, trying to finish his *Tenth Hill* layout [Class 24], all for next year's exhibition. Now there's forward planning for you.

So ended another pleasant evening. Thanks Alan for the Notes, which of course are available to all members. Just give us a call.

S Scale Special Interest Group

The Group's June meeting came hard on the heels of the Model Railway exhibition and was well attended with over thirty members coming to our Clubrooms to hear the latest news for modellers of the WA scene.

Apologies were received from Stuart Mackay who was a bit unwell but John Hatch happily stood in to record the evening's news and activities. Graham Watson formally opened the meeting at 2030 following the first half hour of meet and greet and the informal exchange of ideas and modelling materials.

Thanks were extended from Murray Hartzer and Peter Higgins to all those who provided their help in supporting and running the layout and the modelling desk at the Model Railway Show.

Graham talked briefly about his trip to New Zealand and his meeting with Graham Selman of the highly respected North Yard, manufacturer of S scale equipment. Mr Selman assured Graham that the business and proprietor would still be around for some time. Wheels were still available but delivery times may still take a little time depending on Mr Selman's main engineering business commitments.

Railwest Models advised it has a number of self tappers, 2mm drills and taps for those interested. Graham also advised that the ZF Guards Van kit is again on the production line and members who would like one should register their interest with him.

A discussion of an epoxy glue for gluing urethane developed with members being advised that a two-part product was available at \$15 for the two parts. A Citronella-based glue for laminating styrene from the same supplier was also available. A tip for disassembling models glued with superglue involves placing the model and a small amount of water inside a plastic bag and leave for about a week. The model will then fall apart at the joints.

The topic of a layout for next year's Show was raised. A preference for a new layout was mentioned by Graham. Murray is prepared to supply drawings for Mt. Helena if someone is willing to commit to building the layout.

The Topic for the night was Structures and members were asked to show structures that they have built for their layouts. Most of the structures were kits but the most distinctive structure was presented by Graham Watson which was Wooroloo Post Office which was built by Bob Bruce.

Simon Mead then gave an interesting and informative talk including a hand-out on creating decals on the Alps printer. The cost and procedures for using the Alps printer will be raised at the next Management Committee meeting.

The July meeting was also well attended with over thirty members on board to witness a Guard's Van Muster. Graham Watson again opened the formal side of the meeting at 2030 and passed on condolences on behalf of all the members to Paul Tranter who lost his mother recently and to Ray Cooper on the loss of his wife.

It was announced that ModelRail, which incorporates the Annual Railway Modelling Competition, would again take place on the first weekend in November. Railfest, the open Day of the ARHS Museum will take place on Sunday 12 October and the Albany Hobby Expo organised by Albany Model Railway Association [colloquially known as AMRA South!!] will take place on the weekend of 5 October.

Stuart Mackay thanked John Hatch for keeping a record of last month's meeting and advised that he now has seventeen U class kits available to members. Orders have filled and Stuart invited expressions of interest from members if a second run of ten is produced. Murray Hartzler again raised the matter of a layout for the 2009 Model Railway Show. Graham expressed a preference for a new layout if that was at all possible. This was previously raised in June when Murray offered the plans for Mt Helena. Stuart said that failing a new layout it may be that Boyanup Junction was again due for a showing in that it had only been displayed twice in the past ten years.

Ross Green, at the request of Stuart, once again displayed his scratchbuilt Dm locomotive on a modified Bachmann British Railways 4MT chassis. The brass oval number plates on his locomotive incorporate a method which, at the risk of repeating a previous *The Branchline* article [October 2007] is worth elaborating.

Ross starts out with a sheet of red paper and using Letraset [from Jackson's of Subiaco], he embosses the [white] numbers onto the red paper [eg 584] and then colours the numbers yellow using a yellow ink pen.

The sheet is then photo-copied and reduced to S scale if necessary. An oval including the number is then cut out and glued to an oval disk of thin brass slightly larger [0.5mm dia] than the photocopied number plate and, Presto! - a very acceptable number plate. The hardest bit is getting a neat and smooth cut on the edges of the oval but if this is done successfully they look terrific.

Brian Norris brought in a Cimarron Works Clerestory coach in S scale which is a good representation of a Gilbert car of which, according to Bill Gray's book, the WAGR had eight in all.

The presentation of Guard's vans then took place. Some 52 vans were presented to the group. Most of them were from Railwest kits or from a kit by Adrian Gunzburg. A lesser number of others were kit-bashed or scratch-built. A summary of Z vans is listed below.

Peter Hartland – a green Railwest kit of a WAGR Z van with considerable detail.

Stuart Mackay – two Z vans, one ZF van, one ZS, one ZB, all scratch-built, one of Adrian Gunzburg's urethane kits and a brass Z van based on the Ajin-built Main Trunk Models of a NZ guards van. Stuart forgot to bring in his Z9 so that will have to wait for another day.

Ken Shenton – two Railwest kits and two scratch-built MRWA vans FA 56 and FA 51 built to competition standard. Both had canvas roofs which really stood out. Superb modelling from Ken.

Brian Norris – displayed eleven vans including three brass Ajin Vans with and without end platforms and several Railwest kits. Brian also modified one of Adrian Gunzburg's vans and an ACL kit to produce a ZA van. Brian is a prolific modeller who never avoids a challenge to get the models he wants for his layouts.

Phil Knife showed his Railwest Z van in the green livery. Phil also showed his finished S class locomotive built from the Railwest kit complete with working headlights and DCC.

Simon Mead – brought in his yellow Z van which was a departure from the green and brown vans

and, one suspects, was built and displayed, in part, to create a bit of a talking point.

Paul Tranter showed six vans, three of which were Commonwealth Railways crew/Guard's vans and one was a Railwest guard's van in all over green livery. Paul also showed two ZJ express passenger guard's vans; one weathered, one pristine.



An early photo of a WAGR clerestory guard's van. [WAGR]



A modified Ajin/North Trunk models Z5070 [Photo and model by Brian Norris]

Gary Gray has a number of guard's vans but brought in only one of his green Z vans to show.

Kelvin Davis showed two of his Railwest Z vans in green livery one of which had a canvas roof.

Murray Hartzer showed his scratch built Z425 which was awarded Best Model of a WA Prototype at an AMRA modelling competition several years ago. Say no more other than it had considerable detail and displayed innovative construction techniques.

John Hatch showed three of the vans he has assembled in his relatively short time in the group. Like Murray's van John uses innovative construction ideas, one of which facilitates the removal of the roofs to detail the inside of the vans and repair glazing when required. Very clever indeed.

John Livie showed and described how he always tried to build Z vans which are preserved and/or still running on Hotham Valley such as Z522.

Finally, Graham Watson showed six of his Z vans. One was his scratch-built ZF built in North-eastern timber over 20 years ago. Another was one of Les Hayter's vans which he built from photos and measurements of one he had in his own back-yard and which housed the York layout for many years.

Following the Guard's van muster there was an added surprise when it was announced that Simon Mead would show a selection of some slides which had recently come into the possession of the Whiteman Park Railway. Simon made the selection from a large number of slides and they were very interesting to all those modellers and rail-fans in attendance. Of particular interest were two MRWA wagons showing their distinctive blue/grey livery. There was also a number of slides of Wildflower class locomotives and carriages and a range of mainline steam locomotives around Perth, a rare photo of Dm tank locos double-heading a goods train near Bunbury, the now famous G 233 working near Bunbury and an Msa Garret locomotive of which, sadly, there are no survivors. Thanks to Simon for bringing the slides along at such short notice.

All in all it was once again a terrific evening of fellowship and education for everyone at the S scale meeting.

The S Scale Special Interest Group meets on the second Monday of every month at 2000 at the AMRA

clubrooms in Moojebing St, Bayswater. New members and visitors are always welcome. Contact Graham Watson on 9250 1084 for information regarding Railwest or GA models and/or Stuart Mackay on 9310 3858 for information about X-class models and general information about the S scale group. Peter Higgins is the Australian Sn Modeller's WA representative and can be contacted on 9593 7945.

Great Western Railway Modellers Special Interest Group

The topic this month was the GWR Small Prairie 2-6-2 tank locomotives. They were last discussed in 2002 so were somewhat due for a repeat performance. These locomotives, of three separate but related classes, totalled 186 in number. They were –

- Class 4400 — 11 locomotives [Built 1904-1906]
- Class 4500 — 75 locomotives [Built 1906-1924]
- Class 4575 — 100 locomotives [Built 1927-1929]

The prototype locomotive No. 115, was a miniature, scaled down version of Churchward's standard design Large Prairie prototype No. 99 [later 3100]. It was an immediate success with terrific acceleration and revolutionised branch line workings in the hilly districts of the West Country and Wales. Full and detailed facilitation notes are available on request.

We then took a break for tea and bikkies during which time we viewed part of a DVD belonging to Alan Porter, showing two Castles class 4-6-0s hauling a fully-laden thirteen coach train on an excursion in the Southwest of England – they were really giving it what for on the inclines. The sound and filming was excellent.

For the second part of the evening we turned to New Acquisitions.

Gordon Bramwell – just returned from the UK showed two Oxford Diecast models – an Anglia Panda Police car and a Co-op Milk Float plus several pamphlets relating to preserved railways, etc. in the UK. He also showed a book called *Lost Railways of Derbyshire* by Geoffrey Kingscott [Countryside Books] ISBN978-1-84674-042-8. For those of us who knew the area the book brought back memories of our younger days.

Barrie Peacock – brought in six Trix private owner coal wagons that he had bought secondhand from Maylands Model Railways. He had replaced the underframes with the correct frames from Slaters, tidied the wagons up, they just needed the couplings added and the result very nice indeed.

Ron Richards – showed two Dapol weathered coal wagons – CRYNANT COLLIERY CO. – plus the Hornby reissue of the ex-Lima GWR Express Parcels Railcar in chocolate and cream.

Ron Fryer – showed, appropriately, a Lima Class 4575 2-6-2T that Tom Stokes had started to revamp into a Class 4500 [ie. – straight-topped side tanks]. Tom had then bought two of the latest Bachmann Class 4500 2-6-2Ts, decided that he no longer needed the Lima one so had given it to Ron as a present to complete the transformation, etc. [Added to Ron's list of things to do]. It has obviously been Ron's month, for Graham Watson gave him a book issued by the GWR somewhere between 1911 and 1914 and is based on the Conciliation Scheme of 1907. It contains Minutes of meetings, Circulars and Reports between 1907 and 1911. Altogether a beautiful little leather bound volume of great historical interest. Ron has written to the Great Western Society in the UK enquiring about it.

Alan Porter – two Oxford Diecast models were first, one a Morris 8 Open Tourer, the other a Ford Poplar Sedan – usage range from the late 1930s to the late 1950s. Very useful. He next showed a

Digital Caliper that he had bought from Bunnings for \$20. Whilst not the best set available, it would appear you get what you pay for, Alan still reckons that it is good value for \$20.

We then turned to what we are doing in the field of modelling.

Steve Rayner – has motorised a wagon for his GREEN MAX kit mentioned in last month's notes. He apparently cannibalised a brake van and a long wheel-based coal wagon, and voilà, not only does it look good, it works. Having a brake van chassis left over he suddenly remembered he had seen plans for a shunter's wagon. Plans duly located – he's made it, very nice it is too. What a clever little Vegemite he is!

John Brenchley – after repeated requests he brought in his N Scale model of Tavistock Station building, that he is slowly constructing, for a visual update. He has now added internal fittings ie. – furniture, fireplaces, clock, posters, tongue and groove planking on the lower half of the walls in the Booking Hall. Superb! We go home feeling depressed comparing our efforts to his.

Another excellent evening all round thanks to Alan Porter for the Facilitation Notes.

Look forward to seeing you at the following meetings –

Wednesday	20 August	GWR Fish Traffic	Look forward to seeing you then.
Wednesday	17 Sept	Bring Run and Tell	about a GWR train
Wednesday	22 Oct	An appraisal of GWR light and dark stone and engine green	

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Richard Johnson	9455 6421
Large Scale	Jim Gregg	9298 9442
Great Western Railway Modellers	Roger Solly	9444 7812
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858
Southern Railway Modellers Group	Terry Hammond	9458 9768

From the Scribe's Quill

Meeting No. 311 – June 2008. The major items of business dealt with at this meeting were –

- The N Scale SIG will exhibit the *Frans River Line* layout at Albany and Wembley Downs in October.
- The Treasurer advised that the Show was financially successful, albeit that costs were high this year so the actual profit may be small. He will provide a full report at the forthcoming Annual General Meeting.
- The Treasurer reported that after considering AMRA WA's tax return for Financial Year 2006/07, the ATO provided a tax refund cheque of over \$6000.
- It was proposed that backdrops for exhibitors at forthcoming shows should be each exhibitor's responsibility. The President advised that the Club would help out where possible, if the Club did not require its full stock of such items. The N Scale Coordinator made the point that it was unfortunate that, because of the issues

concerning backdrops raised before and during the Show, the 'fix' of the problem resulted in some eight months of work by the N Scale SIG being undone without consultation – fixing one problem created another.

Meeting No. 312 – July 2008. The major items of business dealt with at the meeting were: –

- The Committee decided to take out a Curtin FM Community membership, at a cost of \$33, to provide another avenue for Show advertising next year.
- There was considerable discussion about exhibitors' payments following this year's Show. The Committee agreed to 'profit share' \$1500 among various layouts.
- The Committee determined that various economy measures were necessary including changing phone carriers to save approximately \$150 per annum, careful consideration of *The Branchline* printing costs and a reduction in coloured printouts produced from electronic versions of other Club's publications. The Treasurer will also investigate changed banking arrangements because the Commonwealth Bank has advised increased fees for AMRA WA's accounts. The \$2 charge for use of the AMRA clubrooms is addressed elsewhere in *The Branchline*.
- Investigation of options to prevent the dumping of rubbish in the area in front of the roller door will be undertaken in the very near future.

Management Committee Submissions. The Management Committee frequently receives items for consideration shortly after a Committee meeting has been held. This means that these items do not get considered until the next Committee meeting up to four weeks later. In an effort to resolve this problem we publish the deadline date for submissions to be received by the Branch Secretary. Items can be posted to the address on page 2 of this issue or placed in the Secretary's pigeon hole. The **Submission deadlines** are 13 September and 11 October respectively.

Membership Matters

It is now getting to the time when members who need to renew their membership to do so. Below is a copy of the advice from our Federal Registrar in regards renewing membership. Should you wish to renew through the Branch, please bear in mind that the renewals will be sent in batches on a regular basis and not immediately the Duty Officer receives your renewal form and payment.

Quote:

Those members who only renewed for one year when they renewed last year along with those new members who joined before 1st March this year will need to renew their membership if they wish to remain a member after 31st August. If this applies to you then there are three ways to renew your membership.

- Renew via Paypal - go into the Member's Area and you can renew via Paypal from the "Renew Online" link on the "Membership Details" page.
- For those who prefer to renew using a cheque or money order you can print a personalised "Renewal Form" from the "Membership Details" page. A copy of the personalised renewal form is also being sent with the July/August Journal (or as a separate mailing for those who make more work for me by having opted out of receiving Journal).
- If you are not renewing online using Paypal, please send your renewal form and payment directly to the Federal Membership Registrar before 31st August.

Renewals that do not have a personalised renewal form with them will not be processed [almost all renewals that do not have the right form with them are from ex-members who need to rejoin rather than renew or are missing the mail centre and membership number information needed to process the renewal]. If your friends have lost their renewal form, please don't photocopy yours, get them to ask their Branch or Federal COM to reprint their personalised form for them.

Renewals are due and payable by 31st August. Please get yours in early so that there are not 1000 renewals that all need processing at the same time.

Can members please ensure they provide the correct information when renewing. In the first handful of early renewals I have already received:

- One renewal that didn't include a renewal form where the person quoted the wrong membership number and I noticed the mismatch in names just in time to avoid renewing the wrong member
- A new senior member renewal (from someone previously young enough to be a family member) where they want to renew their family but haven't specified any family members.

Problems such as this are easy enough for me to handle when I am only processing a few renewals in a week but will cause major delays if they occur after the rush starts and I am processing hundreds of renewals a week.

Unquote

[See also our Branch Treasurer's notes regarding Membership Renewals earlier in this issue. Ed.]

Since the last issue of *The Branchline* I have the pleasure on behalf of the Branch Management Committee and current members to welcome the following as members of our Branch.

Michael Rosenberg	Thornlie	
Ken Eldridge	Nollamara	HO
Roger Stanton	Roleystone	
David Tierney	Darch	OO
Eugene Schmidt	Wanneroo	Z
Eddie Bugajewski	Victoria Park	N HO & G
Terry Emmerson	Maylands	N
Roger Jenkins	Cannington	S
David Polglaze	Middle Swan	Sn3.5
Mrs Muriel Smith	Thornlie	HO/OO
Brian Smith	Thornlie	HO/OO
Bruce Temperley	Wembley	
Jim Hamilton	Canning Vale	HO
Les Kurylowicz		HO
George Turbett	Shelley	HO

Please make yourself known to the Duty Officer at your first few meetings. I encourage you to ask questions as there are many aspects to our Branch. Time at the clubrooms is never wasted.

Case Closed

Alan Bollans received this from Trainz.com. Some members will be aware of the protracted legal

proceedings relating to the Lionel company's bankruptcy. To celebrate the successful end of these proceedings Lionel have produced a commemorative box car, price US\$89.99 and described as –

The 29626 Lionel “Case Closed” mint car is filled with actual shredded documents pertaining to the lawsuit and Lionel bankruptcy proceedings. It features die-cast metal sprung trucks, operating couplers and is 10¼” in length. Also includes a Certificate of Authenticity signed by Lionel CEO, Jerry Calabrese. A must for every Lionel collector and train fan!



The text and picture are from the email from Trainz.com to Alan

Hot Rods, Drag Cars... and a Class 20?

Super Model Car Sunday recently had its tenth anniversary show in Malaga, where all sorts of hot rods, drag cars and movie-inspired cars in all sorts of scales were displayed.

One theme of this year's show was to modify or display a diorama with a Hot Wheels Chevrolet Suburban as a mandatory part to use. Having the car issued at last year's show it still proved a challenge finding the safe place where it had been put!! But, having only found it the evening prior to the show, there was no time to modify the car but always time to enter it for a bit of fun.

Having purchased a level crossing kit the week before [for the elusive layout of the future I seem to have many ideas for], I thought it would be a good idea to include it somehow. Thus the diorama *Downtown Gosnells – Beat the Lights Challenge* was born.

Everyone will probably ponder the big question of life – why the Class 20? Well, it turned out to be the shortest loco in my collection but still had enough presence to argue with a Suburban at the crossing.

[Note: Finding a 'kettle' as far south as Gosnells just doesn't happen [unfortunately].

I imagine the Haltwhistle boys will have something to say about the realism? of this piece].

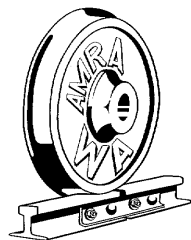
Dave Hunter



Some More ‘Don’t Try This at Home’ Stuff



The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 190 December 2008 Vol 31 No. 6

Frans Fatidic

Another year is nearly over and our Branch is running along nicely.

Some members of our Branch went to the Albany Model Railway Show with *Frans River* layout and came third in the people's choice.

A good time was had by all apart from some inclement weather [freezing cold and wet on Saturday] but I believe that is the norm for Albany. After having trouble loading the layout on Thursday night we got away Friday around 0930, we arrived in Albany mid-afternoon and proceeded to set up the layout encountering various minor problems but we managed to overcome all these and the layout ran well during the weekend. A big thanks goes to Ron, Steve, George, Ron R and Bob for all their assistance in keeping the layout running.

The Layout ran very well apart from one episode where a person, not to be mentioned, decided that N scale trains should run around the layout at break-neck speed. He was soon told what to do but in the cold weather that was impossible. No future problems were encountered on the return trip [other than getting the guys out of Kojonup Bakery], however, we may not get invited back to Albany because four out of the five raffle prizes were won by our members but a big thankyou must go to Albany Model Railway club for their hospitality.

A few weeks later the same layout went to Wembley Scout Fair and with Dave Hunter organising and driving a hired van it was much easier to transport. Again thanks to Ron, George, Dave and Rob for helping over the weekend which was well received by the public.

Unfortunately, due to work commitments, I will not be able to come to the Christmas Function this year. Rosemary and I wish all our members a very Merry Christmas and a Safe and Prosperous New Year and hope Santa brings plenty of model railway presents.

ModelRail. Thank you to everyone who played a part in making ModelRail and the Modelling Competition such a success. We cannot put on these events without the participation of many members, far too many to try and name individually, your efforts were appreciated.

There were many very favourable comments received from the visiting public and from those who

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosie.pearce@bigpond.com

Vice President

John Maker – 0417 941 553
e-mail – jonmaker@westnet.com.au

Secretary

Neill Phillips – 9243 4664
c-nphillips@bigpond.com

Treasurer

Ron Fryer – 9401 3514
e-mail – not available

Committee

Alan Burrough – 9316 1045 [work]
e-mail – alan.burrough@det.wa.edu.au

Niels Kroyer – 9315 9635
e-mail nkroyer@portbouvardltd.com.au

Garry Pilmoor – 9296 7070
e-mail – garrypilmoor@bigpond.com

Steve Rayner – 9379 1147
e-mail – SteveRay@westnet.com.au

Rod Tonkin – 9309 5338
e-mail – rjtonkin@iinet.net.au

Editor

Ted Thoday – 9310 6316
e-mail – mandtt@ca.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

manned the demonstration tables, layouts and the cafeteria area plus those who just kept the whole thing running smoothly, meeting and greeting our visitors and explaining what our Branch is all about and showing off our facilities. Well Done, everyone.

Thank You, John. John Neville, one of our longer serving members, has recently moved into an aged care facility. As John no longer has room for his accumulated books, magazines and model railway equipment he has donated a considerable quantity to our Branch.

Thank you very much, John, for your generosity, the donated books, etc., will be put to good use.

John has decided not to renew his Association membership, however, we will ensure John continues to receive copies of *The Branchline*.

Missing Videos. I am deeply disappointed that, despite the matter being raised by our Librarian in the June and October issues of *The Branchline* and by me in my report to the Annual General Meeting, videos and DVDs continue to be taken from and returned to our Library without being logged out or in.

During the early part of October three of the missing videos were surreptitiously returned to the Library shelves. Coincidentally during the same period two others were taken. Neither those returned or those taken were logged out. Details of these are in an article by our Librarian later in this issue.

If this situation continues your Management Committee may have to consider storing the videos and DVDs in a locked cabinet in a similar manner to the process used by video stores.

Clubroom Cleaning. Your Management Committee is very concerned about the state of our clubrooms.

The cleaning roster is being ignored and if this continues the entrance fee will have to rise by one dollar [\$1.00] to cover the cost of hiring a cleaner to clean the clubrooms once a week. It is up to the various Special Interest Group conveners to ensure their SIG members comply with the cleaning tasks rostered for their meetings.

The roster is near the entrance book, it is published in the Programme section of *The Branchline*, this Programme is also displayed on the Notice Board – there are no excuses for not knowing. So please have a look and do your duty, it doesn't take long.

At the end of each meeting do not forget the toilets, male and female and clean up the tea and coffee area after use

Frans Ponjee
Branch President

Model Railway Exhibition

Forward planning is running smoothly and expressions of interests are coming in, along with some new faces with their layouts. If anyone is interested in showing their layout please return your expression of interest before Saturday 20 December 2008.

A very good meeting was held with the various clubs around Perth and a lot of positive feed back came out of it.

We would like to start a Model Railway Club register, if anyone knows of any other clubs around Perth could they please let me know so we can invite them to participate.

I will be holding more meetings with the exhibitors regarding the Exhibition once I know who is exhibiting in 2009.

Frans Ponjee
Exhibition Manager

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

ModelRail 2008

ModelRail has many exceptional features. Our rooms and garden looking spic and span, evidence of the pride we have in our club. The layouts, elegantly attired in their skirting, magnets of fascination, encapsulating the action and drama of model railways. Creative wizardry perplexing our judges, modelled masterpieces on display. The wonderful models being crafted by our gurus. The enticement of succulent aromas. The delight on children's faces and the nod of respect from our guests.

Yet, above all, one stands supreme – the selflessness, camaraderie and mutual respect of members whose endeavours contributed to the success of this event.

To those who lifted, cleaned, mowed, raked, shovelled, brought, welcomed, crafted, demonstrated,

drove, taught, cooked, counted or assisted – thank you.

It is by your efforts that our success is measured – again, you have done us proud.

Just in case you didn't come to ModelRail here are a few photographs to give you an indication of what you missed.



Clockwise from top left – West Merredin diorama – Layout Room demonstration area – demonstrators at work – some young guests using the U-drive layouts – Food preparation and service – taking a rest and a bite. Top of next page two views of the large scale outdoor track and rostered locos.



Alan Burrough
Graham Watson
ModelRail'08 Organisers.

From the Editorial Desk

The Branchline – February issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday 24 January** please. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 23 January
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 24 January
- For items transmitted electronically via e-mail – 1800 Saturday 24 January email address is mandtt@ca.com.au – please use subject heading The Branchline.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on **Saturday 7 February**.

Please note the intended dates for *The Branchline* publication for 2009:

	Editorial deadline	Assembly, etc.
April	Saturday 28 March	Saturday 11 April – includes pre-exhibition material
June	Saturday 30 May – for routine material Sat 6 June – for exhibition reports	Saturday 20 June – will include exhibition reports and AGM material
August	Saturday 1 August	Saturday 15 August
October	Saturday 26 September	Saturday 10 October – will include Minutes of 2009 AGM
December	Saturday 21 November	Saturday 5 December

Ted Thoday

AGM Minutes – An Apology

Many members will have received a copy of the Minutes in which the printing quality varied immensely. Unfortunately, by the time this was realised it was too late to organise a re-print.

Apologies have been received from our Printers and the Xerox for not picking this up.

If you need a better quality copy please send me an email [address on page 2] requesting a better copy. Please quote AGM Minutes in the subject line. I will respond with a .pdf copy that you can print off.

Ted Thoday

Literary Lines

Donations. Dr. John Wager has donated a sizeable number of books from the extensive collection of the late Russell Smith. John has been thanked personally and formally by letter for the generous gifting of these books.

Although Russell lived in Melbourne, he was born in Perth, went to Perth Modern School and served an apprenticeship with the WAGR at their Midland Workshops.

After acquiring higher qualifications in engineering and architecture, Russell was involved in various public and private projects in the north-west of Western Australia. Later becoming the Resident Architect for the QEII Medical Centre.

Throughout his life Russell maintained a passionate and extensive interest in all facets of rail and railways and had an extensive collection of railway books and periodicals.

Donations of books and magazines have also been received from –

Dennis Ling John Neville Ralph Cope Mike Cazalet Ken Ireland Terry Wright

Thanks everyone for your continuing generosity.

Library - on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only.**

Chris Paterson
Branch Librarian

Missing Videos

In the June and August issues we printed a list of missing videos with the following note –

“None of these videos or the DVD is recorded has having been borrowed by a member.

Please check that you do not have any of these at home. If you do find any please return them to our Library **and ensure they are handed to either our Library staff or the Duty Officer.**”

On Saturday 28 June it was found that four of the missing videos had been returned to their places on the Library shelves. This could only have happened during the meetings on either 24, 25 or 27 June.

A similar thing happened in October, three of the missing videos – No. 79 Railscene 26, No. 194 Steam Volume 5 LMS and No. 243 Inside Isle of Man Railway mysteriously ‘appeared’ between Monday 6 and Friday 10 October.

Coincidentally during the same period No. 100V 72 Railscene No. 19 and 100V 74 Railscene No. 21 ‘disappeared’.

The member [or members] did not want to be identified as they surreptitiously returned three videos and removed two additional videos without notifying our Library staff or one of the Duty Officers as requested very clearly in **bold** type on several occasions. The member[s] responsible must have the hide of a rhinoceros to continue ignoring the Library borrowing rules which have been very clearly and regularly stated in *The Branchline*.

The list of missing videos is now –

100V 72	Railscene 19
100V 74	Railscene 21
248	Postcards WA 2–7–2000
252	Railway Panorama No. 4
306	Great Railways
DVD13	Severn Valley Railway

Perhaps you were away when the June and August issues of *The Branchline* were published, perhaps you just ignored my request, whatever, someone has them – please return them so that the rest of our members can have the pleasure of viewing them.

Chris Paterson
Branch Librarian

Around the Layouts

Haltwhistle

During ModelRail the layout rewarded all the time and effort that that been put into bringing *Haltwhistle* into a realistic railway layout. We were able to perform good shunting moves in Cumwaite yard and in the yard at Haltwhistle station.

I would like to thank the Haltwhistle crew who gave their time to run the layout, they all had big smiles on their faces at the end of a very good day, when the layout went without a hitch.

We did notice some peaks and dips on the branch line leaving Haltwhistle station, this section has been re-laid and is now running better. Just a couple of signals to tweak and all should be fine.

Wishing all Branch members a Merry Christmas and a Happy New Year,

Tom Stokes
Layout Supervisor

The Denver, Santa Fe and Valentine Railroad

DCC is up and running and performed faultlessly at ModelRail. The howl of diesels blended with the chuff of steam in a cacophony of sound as a mixture of modern and transition era [and even On30 equipment] circumnavigated the layout. We particularly appreciate Bob Kollwyn's assistance in making the cab bus cords.

The day highlighted the need to make several [all?] of the switches DCC friendly, there having been the occasional, but nonetheless annoying, losses of power. Also the installation of the PSX4 circuit breaker unit, which will limit the effect of shorts, is a high priority – along with control panels, a DC/DCC switch and a permanent DC control system.

To avoid a trip hazard, we have run a power cable up the wall, across the rafters and down into the well. Also appearing on our layout are several buildings, courtesy of Dave Port, Dennis Ling, Alan Higgs, Craig and Peter. Our first panel – albeit temporary – has been installed in the centre well at Topock, as well as a programming track, while repairing wiring cut when moving the layout.

A new submission outlining the rationale behind the layout is being prepared as the original submission has disappeared. It will be interesting to discover how Denver and Santa Fe relate to the Needles – Valentine Subdivision.

The author is recovering from having his droppers snipped. To rectify a short at the Valentine siding, two red wires installed by your scribe linking the siding track to the red track feeder were cut. However, later inspection discovered a missing insulated fishplate on the diverging rail of the electrofrog point which was shorting out the [whole] system. Members will be pleased to learn restorative surgery has returned the droppers to full functionality; something similar may shortly be required by those who advocated the initial severance.

Craig Hartmann
Alan Burrough
Layout Coordinators.

The Outer Circle

Ron Welsh – Garden Rail Coordinator Victorian Branch – has recently provided me with a copy of Issue 1 of *The Outer Circle*, a newsletter for garden railway enthusiasts – a copy is in our Library.

Ron says, “Could you please tell your garden rail members that they are most welcome to submit articles for consideration. Closing date for the February issue is Monday 9 February”

Ron is prepared to add interested modellers to the electronic mailing list for a personal copy of *The Outer Circle*, send him an email to <ron@easternwireless.com.au>

Ted Thoday

Bend It Like Ashley

Ashley Maker, one of our younger members, plays soccer in the Girls 15 Division 2 North Beach Soccer Club, which had a successful season – I invited Ashley to tell us about their season. Ed.

Our team managed to do very well this year, as most of us were not 15, we finished equal second in a

tough season. When we got to the semi-final we managed to beat the team that was equal with us on the ladder with a nice win of North Beach 2 Heathridge 0.

With winning that we played in the final, a week later, going up against a team that did not lose a game that season. It was a very close game and was 1-1 to both teams at the end causing us to go into extra time. With 20 minutes time on they had a very lucky win by having a penalty shot and scoring. It was cold and freezing so we are very happy with the result of the final score North Beach 1 Kingsley 2. I definitely think that both teams got a run for their money because it was a tough and awesome game.

There were a few medals that I got this year and these two are from this year's soccer season.



Right hand photo – Ashley's medals – on left – North Beach Soccer Club Girls 15 Division 2 Participation Medal
– on right – Runners Up Football West 2008 Medal

Around the SIGs

British Railways Modellers Special Interest Group

The subject for the October meeting was originally the BR Derby Works Lightweights DMUs and the Wickham DMUs. However, our facilitator decided that there was not sufficient subject matter for the evening so included all the BR Derby Works DMUs. Thus we have the Lightweights, plus Classes 114, 116, 108, 125, 127, 115, and 107 as well as the Wickham DMUs [Class 109].

The Derby Lightweights may be regarded as the logical development of the GWR Railcars, the later version of which had demonstrated the practicality of multiple unit operations. The Lightweights were built in 1954 and were almost all withdrawn by 1964.

As far as the Wickham DMUs were concerned, BR was cautious of the tubular skeletal framework of these sets and only five two-car sets were ordered, and these were supplied during 1957-1958. They were all withdrawn by 1971. The full facilitation notes etc, are available on request.

The topics for the 2009 meetings were confirmed as were the dates and a copy was given to the Branch Programme Coordinator.

Our normal tea-break followed and then it was into New Acquisitions.

Ron Fryer brought in two DVDs obtained from Crazy Clarks for \$4.95 each

- *British Rail – The Trainspotters Guide- Rail Around North West*
- *British Rail - The Trainspotters Guide- Brecon Mountain Railway*

Ron said that they would have been overpriced at \$5.00!

Ron Richards showed two Dapol Wagons, a limited run from the West Wales Wagon Works, C. Collett and Sons Nos. 5 and 7 Bourton-on-the-Water

He also showed a EFE King Alfred Winchester Bedford OB Coach in green, Stg£9 from Hattons.

Kelvin Davis recently changed his job and instead of his leaving present being the inevitable, he received a Hornby Special Edition OO model of Mallard in all its glory, packed in a silk-padded blue box. The model had gold-plated con-rods and drive shafts plus it sits on a piece of gold-plated track! Now that's what I call a golden handshake! Very, very nice. Obviously very understanding workmates.

Steve Rayner showed the latest Dapol set he had just received. It is of a B17 4-6-0 LNER locomotive *Doncaster Rovers* plus three LNER teak coaches, all in N Scale. Absolutely beautiful. He also brought in some Farish teak coaches for comparison. The general opinion was that you could not mix the two – chalk and cheese.

Geoff Mercer as usual did not disappoint us, showing five new Hornby products as follows –

- PDA depressed centre wagon – Lloyds & Scottish
- ZSX Railfreight wagon [including graffiti]
- Procor pallet van – Kemira Fertilisers
- Procor pallet van – UKF Fertilisers
- Class 60 Diesel locomotive *Samuel Johnson*

A sixth item was a first-day cover, stamped envelope from 1980, celebrating the 150th Anniversary of the Liverpool & Manchester Railway.

Peter Sapte was firstly welcomed back to Perth from the UK, he is with us for about six weeks. Peter showed a variety of catalogues and guides from various shows that he had attended in the UK – Epsom Show, Railx 2008, Tring 2008, and Scaleforum 2008.

Then it was into **Doing Things**

Ron Richards has started making points using C & L parts in one of them. Whilst, as he says, they are not mainline standard he can use them on the coal mine line on his layout. Some of us attempted to convince him that life at our age, is too short to be making points and track. Good luck Ron!

Peter Sapte showed photographs of his new layout under construction in his new house in the UK. He has a purpose built room above the separate garage. He has an area of 20ft x 15ft for his layout and is using the sandwiche' ply system of construction, very light and very strong. [Check out *Model Rail*, No.122 September 2008 on how to do it.]

Whilst he is over here, he has been commissioned to build a Highland Railway Brake Van [brass kit]

for someone back home. His big query was just what colour is Burnt Umber? Now answering that could be a health hazard! [Refer GWR SIG Notes for October 2008].

That was it for the night, next month we discuss BR engineering trackside bits and pieces – signal wire, point rodding etc.

Great Western Railway Modellers Special Interest Group

The subject for the October meeting was the old perennial question, What are GWR Light Stone and Dark Stone and Engine Green colours?

Before we venture into the discussion we were given the following dire warning. ‘**Arguing About Colour Can Be A Health Hazard!**’ Five reasons were given for this warning as follows –

- Perception of colour
- Effect of lighting on perception of colour
- Effect of surroundings
- Perception of colour by printing and by photography
- Climatic and other effects on the actual colour of painted objects.

At the end of the evenings discussion it was all too obvious that nothing had changed since 1911 when the GWR set up its first Paint Committee. The various and wide perception of just what Light and Dark Stone colours are, were still the same. All we had achieved was that we had aired the subject once more but had, again, not reached any conclusive decision.

The full facilitation notes are available on request.

After a welcome break for some refreshment we recommenced with the preparation of the 2009 programme and it was left to yours truly to ensure a dated, balanced programme was issued to the Programme Coordinator

Then it was on to **New Acquisitions** –

Steve Raynor showed two secondhand Magazines/Books – *Railway Magazine* that he had acquired, containing two articles relating to the GWR. Another publication *Rails around Frome* by Steve McNichol and published by Railmac of S.A.

Terry Emmerson showed books bought at the Mainly Trains closedown sale –

- *GWR – The Badminton Line* by K. Robertswon & D. Abbott
- *Encyclopedia of GWR* - various authors
- *The GWR 150 Glorious Years* by P Whitehouse & D. St. John Thomas
- *Steam in Action – Bullied Pacifics* by John Sagar

Ron Richards and **Ron Fryer** both had an Oxford Diecast Fordson Tractor from City Models \$6.95, down from \$9.95 [at the present rate of exchange [23/10/08], they are much cheaper than the same model direct from the UK]

Doug Firth showed two publications that he had purchased from the Rail Heritage Society Sale –

- *British Railways of the 20th Century – Vol. 1* by O.S. Nock

- *The GWR in the 20th Century* by O.S. Nock

Then it was on to **Doing Things**

John Brenchley showed two models from the 2mm Scale Association of Mink A vans which had resin bodies and etched nickel silver chassis.

Doug Firth showed how he laminates thin card to make strong, beautifully curved roofs. This is a trick of the trade from his vast knowledge as a restorative book and manuscript craftsman.

Next month's meeting subject is the GWR 4-6-0 Castle class locomotive.

The subject for the November meeting was Collett's Castle Class 4-6-0 locomotives. They were the Company's most successful express locomotive, being built over a period of twenty-seven years [1923-50]. The class was based on the existing Star Class design but in a much enhanced form.

A total of 171 Castles were built comprising 155 new locomotives plus 15 Star Class rebuilt as Castle Class and the ubiquitous 4-6-2. The Great Bear was rebuilt as a Castle Class. Of the 155 new locomotives 40 were built after World War II – many in BR's time. Withdrawal commenced in 1950 and by 1964 most had gone.

One piece of interesting information was that in 1952 No. 4082 Windsor Castle was chosen to haul King George VI's funeral train. Unfortunately she was in Swindon Workshops in bits, undergoing overhaul, so No. 7013 Bristol Castle was renamed as 4082 Windsor Castle and pulled the train – everybody happy, well as happy as one can be at a funeral. Once the original 4082 emerged from the Workshops it became No. 7013 Bristol Castle.

Just why most of the other Castles were renamed Earl of xxxx one is unsure but it was generally supposed it to be political [see Editor's Note below]. My theory, I've just thought of it whilst writing these notes, is that as the name changes took place between 1937-39, and because of the gathering storm clouds in Europe, it was part of the plan to deny our enemies location knowledge. A large number of the castles and grand houses in the UK were requisitioned for use as hospitals, convalescent homes for the injured soldiers etc., also as military training camps and depots. Bentley Priory being a good example also the TV Series *Brideshead Revisited*.

[Editor's Note. According to the *RCTS Locomotives of the Great Western Railway, Part Eight, Modern Passenger Classes* – page H19, note (c) – “A general change of names took place in 1937, when it was decided to transfer the Earl names originally allotted to 4-4-0s of the 3200 class to Nos. 5043-62. In 1940-1 the Castle names of Nos. 5071-82 were replaced by those of aircraft which were household words during the Battle of Britain”. There were some other re-names, for example, 5017 was renamed *The Gloucestershire Regiment 28/61* in 1954 to commemorate the Regiment's part in the Korean War. Ed.]

Full notes are available on request. A short break was made for refreshments.

New Acquisitions –

Peter Sapte – told us about his new layout that he is building in the UK and his problems with buying a new N2 locomotive for his branch line. This he duly did only to find out that N2s never ran on the branch line that he is modelling, he should have bought an N7! Oh well!

Ron Richards – showed the latest Bachmann catalogue updates and the 2009 Bachmann Calendar that he got as a Bachmann Club member.

Steve Rayner – brought in a new N-Gauge Society kit of a Gresley D113 Full Brake to add to his new Flying Scotsman set. A rather nice kit but I wouldn't like the job of painting it.

John Brenchley – showed two brass etches for two GWR Macaw B bogie bolster wagons from the 2mm Scale Society. Not for the faint-hearted! He also showed a secondhand book published by, and I quote from the book, The Great Western Railway Company, Paddington Station, 1926. It is called, appropriately, *Castles* and is all about real castles in and around the GWR region. A very interesting book.

Alan Porter – back from his South Pacific cruising, showed two of four Oxford Diecast models that he had bought from Woodpecker Model Railways in the Eastern States for \$5.95 each, marked down from \$8.95 – cheaper than you can buy them in the UK.

Doing Things –

Trevor Kerr – showed his new etched brass chassis with a smaller motor and P4 wheels to EM Gauge for his GW Class 48xx locomotive. He also demonstrated how he is looking at ballasting his layout with dried tea leaves [from tea bags] suitably coloured and, instead of the usual cork track bed, using a double-sided adhesive, dense rubber/foam mat about the same thickness as cork. The advantages are that the ballast sticks to the adhesive surface very well, it is not as messy as spraying with diluted PVA solution etc. and will in all probability help deaden sound. The disadvantage is that silver fish will probably like the tea leaves!

Peter Sapte – explained how he and a friend were building his new layout. Basically he lays a full-size drawing[s] of his intended layout on the floor and then builds his baseboards on top of the drawing[s]. When all baseboards are complete he moves them onto his framework and then lays his drawing[s] on top of the baseboards and fits the trackwork on top of that knowing that it will fit. The big advantage is that any or all of his potential trackwork problems are resolved before he starts laying track.

Thanks Alan for the Notes at such short notice. Next month is Quiz Night and Christmas Cheer! Do not forget to bring with you six or seven questions based on the GWR Notes for the past year. All welcome. For those that cannot make it, we hope that Santa will give you some Great, Wonderful Rolling stock. Seasons Greetings to you all and your families.

Sn3½ Special Interest Group

The Group was well represented at the recent annual AMRA WA Branch ModelRail and Railway Modelling Competition.

Neil Blinco won the best model of a WA prototype for his kit-built model of a WAGR S class steam locomotive and was highly commended for his QRB flat bogie wagon. The Group ran the *Swan View* layout almost flawlessly all day on the Sunday with a wide range of S scale buildings, locomotives, coaches, wagons and railcars being seen on the layout. Thanks to Brian Norris, Paul Tranter and Neil Blinco for bringing in their fine models and for running the layout so well on the day. Stuart Mackay also promoted the S Scale Group and demonstrated kit assembly with particular emphasis on wagons and locos from his X-Class Models range.

ModelRail is one of our Branch's main events and brings together modellers and the general public in a relaxed and enjoyable atmosphere. From the S scale members' point of view it provided the Group with several potential new members who declared their interest in the scale. Thanks to our Branch for again holding the ModelRail weekend. Thanks also to Alan Burrough and Graham Watson for the range of activities provided and for another successful modelling competition.

The S Scale Group are looking forward to exhibiting *Swan View* at next year's Model Railway Exhibition over the June Long Weekend. Our Management Committee have decided that it is time for *Swan View* to be given another showing to the general public. *Swan View* is an excellent S scale layout but will probably require some fine tuning and detailing before the Exhibition. At this stage there is considerable support to fully convert the layout to DCC before the layout goes on display. This has been discussed on several occasions and it is hoped a compromise can be reached which accommodates all modellers in this scale.

The Group's October meeting saw 25 members turn out for an evening on the theme of interesting wagon loads.

Kieran Wright commenced the presentation with a range of wagons which carried tractors, wool bales, tyres, sawn timber and rainwater tanks. Kieran shapes foam and sprays it in a range of colours to represent gravel, coal and grain. He also showed his range of tarped wagons in various colours and weathering, as well as an MA coal wagon and ballast wagons.

Gary Gray showed his QRB with a sawn timber load and a GE wagon with a load of scrap metal from his scrap box. Gary's good advice to modellers is not to throw away things too soon as they may all have a use on a layout.

Alan Penstone showed the wool and hay bales he uses in his wagons and a range of tarps made from Alfoil in different shades of grey.

Scott Parker showed the E-trains tanks which can be fitted into a number of wagons.

Bill Gray showed and demonstrated a board and jig for scribing styrene and is suitable for making gear wheels for items such as the cranes seen on WAGR goods platforms.

Don Moir showed a jig he had obtained from Canada for hand-laying points in Code 70. This jig comes from Fast Tracks and a video showing the jig is on the Fast Tracks web site.

Brian Norris showed a Lifelike generator, various tractors, sleeper loads and a large boiler which sits well on one of his Q wagons.

Ron Richards showed the wheat load and HCL load on a U wagon from Iron Horse Hobbies.

Lynton Englund showed his three H wagons each carrying a diminutive Fordson tractor as depicted in a WAGR publicity photo from the 1960s.

Graham Watson showed his range of timber, coal, sleepers, drums and water tanks which were all carried on the wagons of the WAGR and MR.

In total there were 53 interesting and realistic loaded wagons brought and shown and many members could not help being inspired by the presentation.

Following the bring and show Graham Watson showed a selection of slides illustrating the loads carried on the WAGR in and around the 1960s. They included wagons laden with vehicles such as Chamberlain tractors, a Dodge truck minus its tray, a bulldozer, two Caterpillar graders and several Gascoyne Traders Semi-trailers on QCE flat wagons. There were two HC wagons with loads of oil drums and concrete pipes. Two slides are included below.

Other slides of loads included gypsum which was loaded at Southern Cross in the 1960s, bags of wheat in pre-bulk days, a QBB with a huge load of timber at Geraldton and finally a black QU with a

combine harvester and its comb in a large wooden box.



Left photo – an HC with concrete pipes.

Right photo – graders on QCE's.

Photos from G. Watson collection



The photos were all very interesting and inspiring from a modelling point of view as this view Stuart Mackay's model of an International Truck on a Railwest QRB wagon on his Medullup and Canning River layout shows.

Thirty three members and visitors were in attendance at the November meeting to look at the latest locomotive construction projects on offer.

Gary Gray showed his X-class Models kit-built U class locomotive in green and black livery which he has been assembling over the past months. Gary also showed the Group a single decked half-cab bus in green and cream livery which he modified from a London double-decker bus in S scale. This was similar to the model that Lynton Englund modified to produce his railway bus of the 1960s era.

Ken Shenton showed his relatively diminutive K class which had a tractive effort [20,443lb] to almost match several of the much larger and later engines. Ken also showed his MRWA A class 2-8-2 Mikado locomotive which uses a slightly modified Mehano tender. This locomotive was constructed by Lynton Englund and would be an asset to any MRWA layout.

Geoff Logue has been extremely busy assembling an X class DE locomotive and a U class light pacific from X-class kits. Geoff 's modification to the X class bogies uses a similar principle to Neil Blinco's modifications reported in the Oct 2008 issue of *The Branchline*. Geoff has painted his U class in Humbrol No. 67 black which will complement the green liveried U classes that other are building.

Neil Blinco showed his S class locomotive in sparkling green (Humbrol No. 76) with all the plumbing that helped him win the award at this year's Railway Modelling Competition. Neil again showed the steady progress he is making with his V class which will be only the third locomotive of 70

(Continued on page 18)

Programme

Information regarding contact persons, etc. for Special Interest Groups is given in the 'Around the SIGs' article.

Note. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

December

Monday	8 [10&11]	S Scale Special Interest Group meeting –
Tuesday	9 [12&1]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	10 [2]	Great Western Railway Special Interest Group meeting – End of Year Wind-up [quiz and good cheer] DCC Special Interest Group meeting – AMRA Clubrooms
Friday	12 [3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	13 [4]	General Activities
Tuesday	16 [5]	Daylighters Group – daytime meeting
Wednesday	17 [6]	British Railways Special Interest Group meeting – End of Year Wind-up [quiz and good cheer]
Friday	19 [7]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	20 [8]	General Activities
Tuesday	23 [9]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	24	Christmas Eve – No Meeting
Thursday	25	Christmas Day - No Meeting
Friday	26	Boxing Day - No Meeting
Tuesday	30 [10&11]	Daylighters Group – daytime meeting
Wednesday	31	New Year's Eve – no meeting

January

Friday	2 [12&1]	N Scale Special Interest Group – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. General Activities
--------	----------	--

Saturday	3	[2]	General Activities
Monday	5	[3]	Bring and Show what Santa thought you should have.
Tuesday	6	[4]	Daylighters Group – daytime meeting
Friday	9	[5]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	10	[6]	General Activities
Monday	12	[7]	S Scale Special Interest Group meeting –
Tuesday	13	[8]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	14	[9]	DCC Special Interest Group
Friday	16 [10&11]		N Scale Special Interest Group meeting – layout construction General Activities
Saturday	17 [12&1]		General Activities
Tuesday	20	[2]	Daylighters Group – daytime meeting
Wednesday	21	[3]	Great Western Railway Modellers Special Interest Group meeting – GWR Livestock Traffic
Friday	23	[4]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	24	[5]	The Branchline assembly followed by General Activities
Monday	26		Australia Day Public Holiday – no meeting
Tuesday	27	[6]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	28	[7]	British Railways Modellers Special Interest Group meeting – Cattle Wagons
Friday	30	[8]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	31	[9]	General Activities

February

Monday	2		Modelling Tools and How I Use Them.
Tuesday	3 [10&11]		Daylighters Group – daytime meeting
Wednesday	4 [12&1]		LMS Modellers Special Interest Group meeting – New Acquisitions and Current Projects

Friday	6	[2]	N Scale Special Interest Group – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. General Activities
Saturday	7	[3]	The Branchline assembly followed by General Activities
Monday	9	[4]	S Scale Special Interest Group meeting -
Tuesday	10	[5]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	11	[6]	DCC Special Interest Group meeting – AMRA Clubrooms
Friday	13	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	14	[8]	General Activities

(Continued from page 15)

this class modelled by members in the group. Neil also reviewed a book by Jim Powel (2008) *Trains and Railways of Australia*, <newholland.com.au> It is selling for \$49.95 but you may get it cheaper the other side of Christmas.

Bill Gray showed the plastic gear wheels he is making with the jig he showed at the October meeting.

Doug Firth showed the curved roof he made by laminating card and glued with PVA. Doug is a book-binder/restorer by trade and it is interesting to see the skills he and other members are bringing to the modelling of vehicles and structures in S scale. Doug also reported that it probably takes up to fourteen days to dissolve super glue in a sealed plastic bag of water which has been discussed at a previous meeting.

Finally, **Graham Watson** showed the all new casting of the Z class shunter one-piece body kit which is due to be added to the Railwest Models range in the near future. Prices have not been finalised but modellers will need to buy a Bachman 08 shunter to power the loco. It will be a great way for those without a Z class to have one up and running on a very good chassis. Lynton reported that some filing down of the split chassis is required.

A highlight of the December meeting will be a bring and show of the models of vehicles and structures at the ARHS Museum and a full report will be given in the next issue of *The Branchline*.

The S Scale Special Interest Group meets on the second Monday of every month at 2000 at the AMRA WA Branch clubrooms in Moojebing St, Bayswater. New members and visitors are always welcome. Contact Graham Watson on 9250 1084 for information regarding Railwest or GA Models and/or Stuart Mackay on 9310 3858 for information about X-class models and general information about the S Scale Group.

Contact persons for Special Interest Groups are:

British Railways
Digital Command Control
Large Scale

Gordon Bramwell	0432 871 197
Richard Johnson	9455 6421
Jim Gregg	9298 9442

Great Western Railway Modellers
LMS Modellers
N Scale
North American Railroads
S Scale

Roger Solly	9444 7812
Alan Porter	9330 1848
Neill Phillips	9403 0924
Peter Scarfe	9359 2281
Stuart Mackay	9310 3858

Membership Matters

Since the last issue of the Branchline we have had eleven new members join the Association and as a result become members of our Branch.

Please welcome –

Robert Bell	Ballajura	
Jacqui Schofield	Inglewood	N
Robert Schofield	Inglewood	N
Murray Manson	North Perth	HO
Melba Denboar	Port Kennedy	HO
Matthew Rabjones	Carlisle	N
Anne Jones	Jane Brook	G
Sue Shafto	Maddington	
Lynn Nicholls	Wanneroo	
Benjamin Luscombe	Eden Hill	HO, N, AUS
Rob Snare	Kallaroo	HO

Please make yourself known to the Duty Officer at your first few meetings. I encourage you to ask questions as there are many aspects to our Branch. Time at our Clubrooms is never wasted.

The weather since the last issue has been interesting to say the least. All I can say is that if you are not out in the garden then it has been great to get anything done that you wish with your hobby. Life is to be enjoyed so do your best.

John Maker
 Membership Registrar

From the Scribe's Quill

Meeting No. 315 – October 2008. The major items of business dealt with were –

- There was some discussion concerning the loss of videos and books from the library and how the Association might deal with the problem. Some members are not following loan procedures, perhaps to avoid paying the nominal fees involved. The librarians are looking at ways to secure DVDs and videos to prevent unauthorised borrowing.
- Current arrangements for the 2009 Exhibition were discussed, with the current emphasis on gaining Expressions of Interest for exhibitors and trade stands. Several new hobby shops in the greater Perth area will be invited to attend.
- The Committee was briefed on arrangements for ModelRail 2008 that was successfully held on 9 November.

Meeting No. 316 – November 2008. The major items of business dealt with were –

- Current arrangements for the 2009 Exhibition were again discussed together with the outcome of a meeting held with various other model railway clubs. The President reported that the meeting with other clubs on 18 November went very well indeed. Hopefully some of the misconceptions about Exhibition finances were cleared up.
- Rationalisation of Paddington Market stock was discussed, in the context of safe handling of MEK. There are stringent requirements for handling bulk supplies of MEK and, as the product is available commercially, consideration will be given to not renewing current stocks.
- The photocopier is being used at a considerably higher rate than anticipated when the original contract was negotiated. The Committee will try to renegotiate the contract in the light of the Club's usage pattern.
- The Committee also discussed rewiring some of the banks of lighting in the layout rooms to illuminate club activities in a more economical but safe fashion.

Management Committee Submissions. The Management Committee frequently receives items for consideration shortly after a Committee meeting has been held. This means that these items do not get considered until the next Committee meeting up to four weeks later. In an effort to resolve this problem we publish the deadline date for submissions to be received by the Branch Secretary. Items can be posted to the address on page 2 of this issue or placed in the Secretary's pigeon hole.

The **Submission deadlines** are –

Submission deadline	for	Committee meeting
17 January		22 January
14 February		19 February
14 March		19 March

The Albany Hobby Expo

The Expo was very successful with the total number of visitors for the weekend being 1772, down by some 260 compared with our 2005 Expo. Atrocious weather, heavy rain and a progressively colder temperature during the day on the Saturday didn't help entice as many visitors as was expected.

First place in the public vote for the most popular display, with 115 votes, was a very nicely presented display by the Albany Marine Modellers which was an excellent result as they are only an informal group of interested modellers coming together for the Expo.

We appreciated the support from a number of new displays from Perth reinforced by the achievement of second place with 84 votes by Frank Godde from Perth with his Scenery Snapshots displaying his wonderful modelling talent for constructing buildings and structures in O scale. We thank the WA Branch of AMRA for displaying their *Frans River Lines* N gauge layout which achieved third place with 60 votes, a great result given the 30 stands vying for the public vote.

Other exhibitors from Perth included the West Australian Model Railway Club displaying their N scale layout *Weepy Junction*, Alan Porter demonstrating layout scenery renovation, Peter and Liz Higgins

with displays of model kit building and cross-stitching respectively and the usual commercials, Stanbridge's Hobbies, Maylands Model Railways, Trainman [Andrew Morling] and RailWest Models. I hope Peter was able to take on the chin that Liz received more votes from the public than he did!

New local displays were from Les Wyatt with a picture box shunting puzzle layout *Looe Quay* in 4mm scale/00 gauge and an excellent 7mm scale model of an historic Albany house used as a doctor's surgery at 189 Middleton Road.

A last minute exhibitor Rob Stone was able to put together a nice garden railway display of a small station able to be shunted by members of the public.

I was able to convert my HO scale locomotive depot *Lokomotiveverkstatten* previously a Class 24 layout to a continuous run with fiddle yard.

There were a variety of other hobbies/crafts represented and the feedback received appears to indicate we have achieved our aim to present an Expo which appeals to families.

We thank all exhibitors who participated and members of the public who made the effort to travel from Perth.

Bruce Norton
Expo Coordinator

What Happens to Old Prospectors? [cars that is!!]

Ian Wood provided these two photographs of old Prospector cars. The photographs are dated 12 October 2008, the location of the cars is not known but, as the road trailer in one shot carries a WA registration plate, one can presume the location is somewhere in WA.



Can any member provide any additional information on where these cars are, there original fleet numbers, what they are being used for and what the future holds for them, etc.??

EM Gauge Society Manual Sheet 1.2.0.(5)

The ten pages of this Manual Sheet on **Track Construction** covers Junction Setting-out and Constructions Dimensions and gives information essential to any modeller wanting to achieve prototype accuracy in their track and turnouts.

The first page contains explanatory notes, the next two pages diagrams showing the anatomy of turnouts followed by a page on design principles to consider during layout design.

The remaining pages set-out, in tabulated form, the dimensions of the various parts of each size turnout. There is one page for each of the six main UK railways – LNER, LMS, GWR, SR, BR AND LPTB [known as London Transport to most of us].

The Branchline Team's New Recruit

Using the persuasive powers of our Clubrooms White Board and a black marker we have recruited Mikayla McEwan, age 7, as our In-house Cartoonist. This is the first of what we hope will be regular contributions.

Noni Mice [who keeps an eye on the goings-on in our Clubrooms] tells me that Mikayla is Neill Phillips grand-daughter. Mikayla loves visiting Grandpa, particularly if he takes her to the trains for the day! She has recently spent two Tuesdays with the Daylighter's Group supervising Bob Phelps while he has been scenicking the diesel depot on *WesterNRidge* and has told her Mum that she was helping one of the 'kids' at trains – young Bob should be pleased with that comment! Ed.



BBQ Snagged Tongue Very Much in Cheek!!!!

We who participated in ModelRail will be aware that two members [*who shall be known as AWP and NAWP. Actually there were three, the other shall be known as SWMBO. Ed.*] spent some of their time labouring over hot barbeques turning pink snags dark brown/black.

AWP says there were complaints at ModelRail regarding the catering and in particular dissatisfaction with the under cooked snags, there was a further complaint, by a dinner guest [Kirtley?] at his house on the following Wednesday.

NAWP could only be classed as a second man at best description, as he frequently absented himself from the hotplate, suggesting that he had more important duties to attend to.

AWP wishes to make it quite clear to all members who may have been disappointed by the under cooked snags [the dark brown ones] that his [the black ones] were in fact all cooked to perfection.

AWP has volunteered to blacken snags all day, without assistance, at next year's ModelRail so that everyone can enjoy the epicurean delights of his snag cooking.

Railway Modelling Competition Report

The annual Railway Modelling Competition was held in conjunction with ModelRail 2008 on the Saturday 8 November.

This year there were twenty entries spread over four categories from ten entrants.

The categories represented in the competition were Kit Built Locomotives [4], Scratchbuilt Rolling Stock [6], Kit Built Rolling Stock [7] and Scratchbuilt Structures [3]

A disappointing feature of this year's Competition was that there were only ten entries at the close of entries and it was only due to the positive response to appeals from myself that the number built up to the final twenty.

This poor response does not bode well for the future of the Competition. Maybe the incredibly high standard of today's ready to run models has caused the demise of hands on modelling.

Notwithstanding the lack of entries, the judges were of the opinion that the standard of modelling was as high as ever.

The Competition could not have been the success it was without the contribution of the following people to whom I extend my grateful thanks.

Ted Thoday for updating the entry forms, John Maker for the printing of the certificates, Frans Ponjee for organizing the trophies, the four judges and finally, the ten entrants without whom there would not have been a Competition.

Results

Best Kit Built Loco

Australian National DL class diesel electric locomotive in N scale by John Miller .

- Best Scratchbuilt Stock** Australian National AQYY articulated well wagon in N scale by John Miller.
- Best Kit Built Rolling Stock** WAGR WQCY flat wagon in N scale by John Miller.
- Best Scratchbuilt Structure** Blacksmith's accommodation in 4mm scale by Richard Johnson

Highly Commended Certificates were awarded to the following modellers

Neil Blinco for his model of his kit built WAGR S class locomotive in S scale.
 Martin McCormick for his freelance model of a breakdown crane in 4mm scale.
 Frank Godde for his freelance coaling tower in 1:48 scale.

The winners of the special awards were:-

Best Model of a WA Prototype: Neil Blinco for his model of his kit built WAGR S class locomotive in S scale.

Ossie Gully Cup for the best model overall in the competition – Richard Johnson for his scratchbuilt model of Blacksmith's accommodation in 4mm scale..

Graham Watson
 Competition Coordinator

The Modelling Competition Entries



Richard Johnson's 4mm scale Smithy/Forge building at Craven Lime, Yorks.
 Richard was awarded the Ossie Gully Cup for this magnificent model – the interior had to be seen to be believed.



Frank Godde's On30 Coal Tower

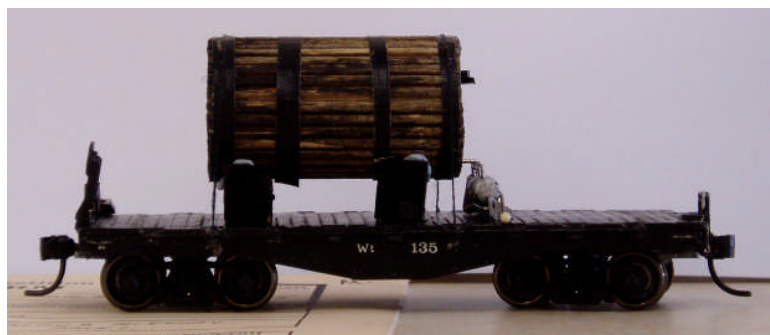
This was another model where the detail had to be seen [I would suggest the judges had considerable difficulty judging between this model and Richard Johnson's Smithy. Ed]



Roger Sally's 7mm scale SR Cattle Wagon



Richard Johnson's 4mm scale LMS Jackshaft Drive Shunter



Peter Scafe's HO scale Freelance Wooden Tank Car



John Miller's N scale ANR AQYY Articulated Well wagon



Graham Jones' 45mm scale TGR Bogie flat wagon



John Miller's N scale WAGR WQCY flat wagon



Niels Kroyer's HO scale Denmark Private Railway OMB J77 Passenger car



Neil Blinco's S scale WAGR QRB Flat Wagon



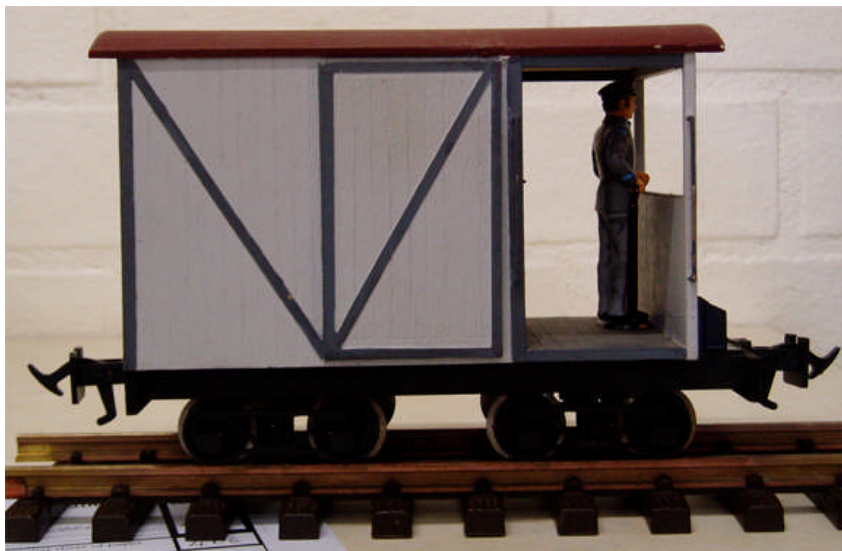
Niels Kroyer's HO scale Denmark Private Railway WFHJ(B)50 coach



Neil Blinco's S scale WAGR S class 4-8-2 locomotive



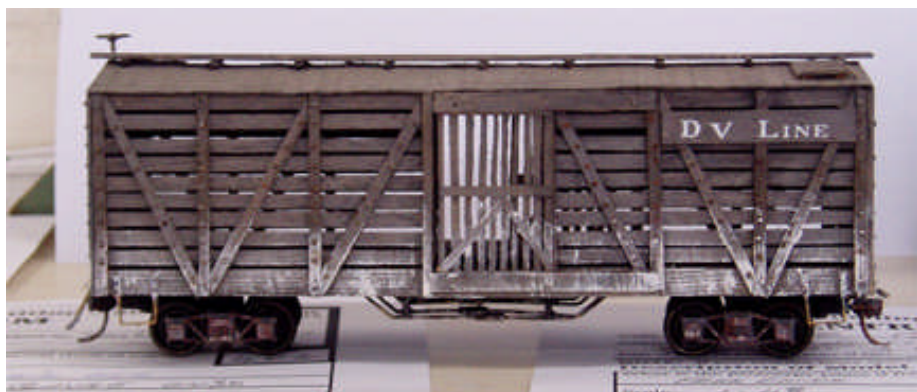
Martin McCormick's 4mm scale Freelance Breakdown Train



Graham Jones 45mm scale Freelance short wheel base Brake van



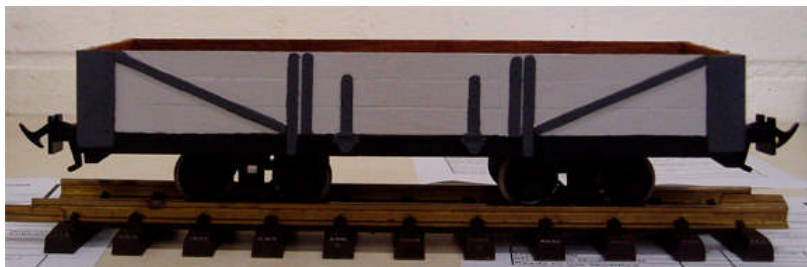
Arthur Giles' 4mm scale Goods Shed



Frank Godde's On30 Freelance Stock Car



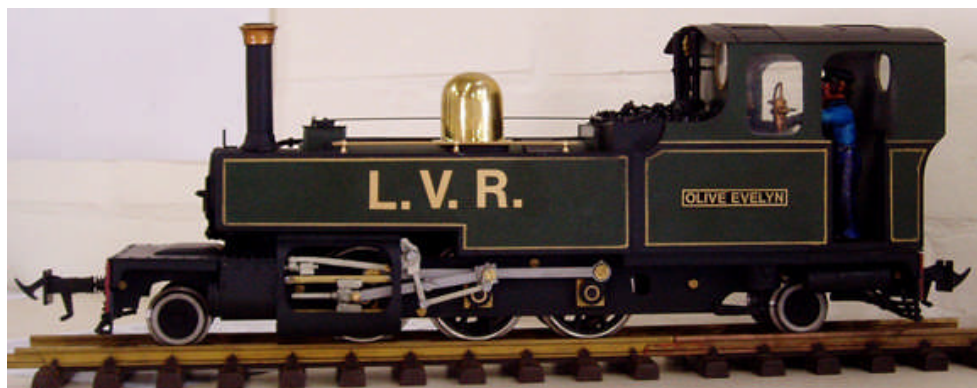
Frank Godde's On30 Freelance Passenger Car



Graham Jones 45mm scale Freelance Open Bogie wagon



John Miller's N scale ANR DC class locomotive



Graham Jones 45mm scale Lynton and Barnstable 2-6-2 T locomotive

Modelling Competition Presentations



Frans making some of the presentations

← Arthur Giles
[4mm scale Goods Shed]

→ Roger Solly [7mm scale
SR Cattle Wagon]



← John Miller
[one of his three awards]

Graham Jones [45mm
scale Lynton and Barnstable
2-6-2 T locomotive]



← Neil Blinco [S
scale WAGR S class 4-8-2
locomotive]

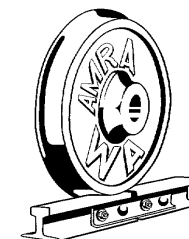
→ Richard Johnson
[receiving the Ossie
Gully Cup]



11	30	1	Port Eb	AMRA WA Branch
12	27	44	Märklin Gauge 1	Andre Leicester
13	25	40	Boxburg John Muller	
14	24	8	Large Scale Special Interest Group	AMRA WA Branch
15	22	25	Albion	Northern Suburbs MRG
16	18	17	Durham Town	AMRA WA Branch
17 =	17	32	Castledare Miniature Railway	
17 =	17	42	Mulheim John Muller	
19	16	12	Stedham East	Rand Cooley
20	13	50	Albany Model Railway Association	
21	12	9	Goletta Depot	Peter Cole
22	11	48	Rock Candy Railroad	EFD Simply Glues
23	10	27	British Railway Modellers of Australia	
24 =	9	3	E-Trains	
24 =	9	23	Knightsbury and Abbotsford	Peter Gould
26 =	8	5	Northern Districts Model Engineering Society	
27 =	8	33	Perth Electric Tramway Society	
28	7	18	Ozzie Gully	AMRA WA Branch
29 =	6	10	Australian T-Trak	John Rumming
29 =	6	35	Sn3½ Special Interest Group	AMRA WA Branch
29 =	6	56	Shoemaker Canyon	Rob Mansell
32	5	53	City Models	
33	4	45	160 years of model railways	Märklin Model Railway Group
34 =	3	41	Märklin Starter	Märklin Model Railway Group
34 =	3	43	Baulking Bill Boogaard & Charles Williams	
35 =	2	2	The Flying Scotsman	Chris Beicher
35 =	2	6	Sidetracked Electronics	
35 =	2	16	Book Sales	AMRA WA Branch
35 =	2	19	Advice Centre	AMRA WA Branch
35 =	2	22	The Way We Were	Neil Jarvis
35 =	2	26	Rail Heritage WA	
35 =	2	36	Railwest Models	
35 =	2	51	Trainman	
35 =	2	58	DCCconcepts	
44 =	1	7	Ace Radio Controlled Models	
44 =	1	11	US Model Railway Club of WA	
44 =	1	20	New Book Launch	Dave Tierney
44 =	1	21	Yarloop Workshops	
44 =	1	30	Vintage Toys	Mike Edwards
44 =	1	34	Accident at Breeza 1985	Paul Moss
44 =	1	46	Crowdundle Viaduct	Peter Higgins
44 =	1	47	EFD Simply Glues	
44 =	1	52	Talking Points	Peter & Pamela Chadbourne
44 =	1	55	Tinkering Tools	
44 =	1		Door Staff	AMRA WA Branch

Stands not listed above did not receive any votes.

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 187

June 2008

Vol 31 No 3

Frans Fatidic

The 2008 Branch Annual General Meeting

This meeting will be held on Monday 19 August 2008 commencing at 2000. The venue is our Branch Clubrooms at 24 Moojebing Street, Bayswater, WA.

A formal notice, in accordance with our Branch Constitution, calling this meeting is enclosed with this copy of *The Branchline*, together with the Meeting's Agenda and the minutes of the 2007 Annual General Meeting and the Extraordinary General Meeting held on 3 December 2007. Please bring these with you to the Meeting.

A nomination form for the various positions on our Branch Management Committee is also included in the Supplement.

All members are invited and encouraged to attend this meeting. Any member 18 years of age or over may be nominated, or may nominate themselves, for any position on our Branch Management Committee. A nomination form is to be completed by the nominator, nominee and seconder and be forwarded to our Branch Secretary as stated on the form.

Any member who is unable to attend the Annual General Meeting may nominate a proxy to vote on his/her behalf, such proxy to be in writing and in the hands of our Branch Secretary before commencement of the Annual General Meeting.

Clubman of the Year

Nominations are invited for the award of the *Ted Thoday Encouragement Award for Clubman of the Year*.

The presentation of this Award is normally made during our Annual General meeting each year.

**Australian Model Railway
Association Western Australian
Branch [Inc.]**
P.O. Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosie.pearce@bigpond.com

Vice President

John Maker – 0417 941 553
e-mail – jonmaker@westnet.com.au

Secretary

Neill Phillips – 9243 4664
c-nphillips@bigpond.com

Treasurer

Ron Fryer – 9401 3514
e-mail – not available

Committee

Alan Burrough – 9316 1045 [work]
e-mail – alan.burrough@det.wa.edu.au

Jim Gregg – 9298 9442
e-mail – ajgregg@westnet.com.au

Niels Kroyer – 9315 9635
e-mail nkroyer@portbouvardltd.com.au

Garry Pilmoor – 9296 7070
e-mail – garrypilmoor@bigpond.com

Steve Rayner – 9379 1147
e-mail – SteveRay@westnet.com.au

Editor

Ted Thoday – 9310 6316
e-mail – mandtt@ca.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

President's Report

Just a short report for this issue as I have asked the Show Manager to have his report in this issue.

As this edition will include the AGM Supplement, I would ask all members to please note when the AGM will take place and make sure they can attend this important meeting.

Our Branch is doing reasonably well but with rising costs everywhere we need to look at how we can save expenses so other projects can go ahead. One of the projects we will be looking at is the cost of the concrete floor for the extension, if feasible we will go ahead and get it done.

I would like to take this opportunity to thank the present Committee for their commitment to the Branch and hope to see them back again in the up coming committee for 2008–2009.

Frans Ponjee
Branch President

Show Manager's Report

Thank you one and all for your great support during this years Show.

This year the Show had many different layouts, small and large, all of very high standard.

Attendance was about 10000 over the three days with Saturday, because of the weather, being the quietest [but not according to the retailers].

There are a lot of people to thank starting with the Show Committee consisting of Richard Johnson, Peter Ibbs, Tony Poole, Ron Fryer, Sue Shafto, John Maker and Lyn Nichols. Others that need mentioning are the judges, Kerry Poole, Rosemary Ponjee, Michael Cazalet, Alan Higgs and a special mention to Dave Hunter and the U–drive volunteers who raised \$1500 for the Star Light Foundation and to all the other people who volunteered their services during the Show, which helped make it run smoothly.

Unfortunately, we had to have help with the setting up of the barricading which cost our Branch \$900.00, which could have been put to better use. As our Branch has over 400 members I still find it difficult to understand that we do not get more volunteers to help set up the Show. I realise it is on a Friday and some of our members find it very difficult to

3	190	52	Talking Points
4	187	29	Maylands Model Railways
5	183	7	Ace Radio Control Models
6	182	3	E-Trains
7	181	53	City Models
8	181	58	DCCconcepts
9	177	51	The Trainman
10	177	55	Tinkering Tools
11	170	60	Perth Hobby Centre
12	165	28	Stanbridges Hobbies
13	152	47	EFD Simply Glues
14	149	30	Mike Edwards Vintage Toys
15	142	24	Morley Controllers

The Jack Stanbridge Trophy

**For the Best Operating Model Railway as seen by Fellow Exhibitors
Summary of Voting**

Place	Points	Stand No.	Stand No.	Stand Owner
1	35	57	Feather River Route	Focus Modelling
2	21	37	Parkerville	Murray Hartzer
3	14	1	Port EB	AMRA WA Branch
4	12	31	Nonsuch	Fremantle and Districts MRA
5 =	9	39	A Day in the Life of Thomas	Connor Bombak
5 =	9	14	Lego	Perth Adult Lego Society
5 =	9	50	AMRA South,	Albany MRA
8	8	42	Mulheim	John Muller
9	7	12	Stedham East	Rand Cooley
10 =	5	44	Märklin Gauge 1	Andre Leicester
10 =	5	38	Maylands Meccano and Hobbies Club	
12 =	3	62	Arid Australia	Arid Australia Group
12 =	3	40	Boxburg	Märklin Model Railway Group
14	1	41	Märklin Starter	Märklin Model Railway Group

Stands not listed above did not receive any votes.

The AMC Trophy

**For the 'Exhibit Considered Best' by public vote
Summary of Voting**

Place	Votes	Stand No.	Stand Name	Stand Owner
1	685	14	Lego Layout	Perth Adult Lego Society
2	216	31	Nonsuch Fremantle & Districts MRA	
3	110	38	Maylands Meccano and Hobbies Club	
4	76	57	Feather River Route	Focus Modelling
5	72	62	Arid Australia	Arid Australia Group
6	54	15	Gornth on Tarn	Kelvin Davis and family
7	52	37	Parkerville	Murray Hartzer
8	40	39	A Day in the life of Thomas	Connor Bombak
9	33	54	Scenery Snapshots	Frank Godde
10	32	49	Trinidad Colorado	David Ross

7	276	31	Nonsuch	Fremantle and Districts MRA
8	275	15	Gornth on Tarn	Kelvin Davis and family
9	273	50	AMRA South,	Albany MRA
10	270	25	Albion	Northern Suburbs MRG
11	254	23	Knightsbury and Abbotsford	Peter Gould
12	243	12	Stedham East	Rand Cooley
13	220	43	Baulking	Bill Boogaard & Charles Williams
14	219	40	Boxburg	John Muller
15	200	18	Ossie Gully	AMRA WA Branch

The AMRA WA Branch Trophy for the Best Presented Operating Layout
Summary of Voting – maximum points available = 200

Place	Points	Stand No.	Stand Name	Stand Owner
1	199	37	Parkerville	Murray Hartzler
2	194	31	Nonsuch	Fremantle and Districts MRA
3	193	49	Trinidad, Colorado	David Ross
4	192	1	Port EB	AMRA WA Branch
5	191	14	Lego Layout	Perth Adult Lego Society
6	188	9	Goleta Depot	Peter Cole
7	188	62	Arid Australia	Arid Australia Group
8	184	57	Feather River Route	Focus Modelling
9	182	10	Australian T-Track	Australian T-Track
10	182	25	Albion	Northern Suburbs MRG
11	164	44	Märklin Gauge 1	Andre Leicester
12	163	39	A Day in the Life of Thomas	Connor Bombak
13	162	23	Knightsbury and Abbotsford	Peter Gould
14	158	12	Stedham East	Rand Cooley
15	157	43	Baulking	Bill Boogaard & Charles Williams
16	152	50	AMRA South,	Albany MRA
17	151	15	Gornth on Tarn	Kelvin Davis and family
18	113	48	The Rock Candy Railroad	Ian Conway Powles

The AMRA WA Branch Trophy for the Best Presented Non-Trade Stand
Summary of Voting – maximum points available = 200

Place	Points	Stand No.	Stand Name
1	197	27	British Railway Modellers of Australia
2	193	35	Sn3½ Special Interest Group
3	190	38	Maylands Meccano and Hobbies Club
4	188	5	Northern Districts Model Engineering Society
5	188	11	US Model Railway Club of WA
6	177	33	Perth Electric Tramway Society

The AMRA WA Branch Trophy for the Best Presented Trade Stand
Summary of Voting – maximum points available = 200

Place	Points	Stand No.	Stand Name
1	198	36	Railwest Models
2	190	6	Sidetracked Electronics

do the physical hard labour because of advanced years but we must have other members that are capable of doing this work.

The TV advertising seemed to have worked, especially with the help of Michael Schultz doing the Channel 10 Weather forecast from the Show on Friday night. Also from the spot advertisement during the week leading up to the Show on both Channel 7 and 10. Community Newspapers were also used, along with various radio stations which must have had an impact.

One of the Traders, from the Eastern States, was absolutely amazed to see what is being achieved over here in the West. He put our Show in line with Brisbane which is the best over in the East, what a compliment. He has already booked for next year, and will try to get other exhibitors to come over.

Thanks to Arid Australia who achieved a new record of 902 Iron Ore wagons being pulled over the entire layout and the enormously popular Lego Layout by the Perth Lego Society, which drew large crowds all day with the on going entertainment around the layout.

As the cost is rising every year for our Branch to hold the Show the new Show Committee may have to look at new ideas to offset the costs, including sponsorship.

I would also like to thank all exhibitors, retailers and kindred societies for there continuous support over the years.

Frans Ponjee

From the Editorial Desk

The Branchline – August issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 2 August please. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 1 August
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 2 August
- For items transmitted electronically via e-mail – 1800 Saturday 2 August e-mail address is mandtt@ca.com.au – please use subject heading The Branchline.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on **Saturday** 16 August and will include AGM material

Please note the intended dates for *The Branchline* publication for the remainder of 2008:

Editorial deadline

October Saturday 27 September

December Saturday 22 November

Ted Thoday

Assembly, etc.

Saturday 11 October – will include Minutes of 2008 AGM

Saturday 6 December

Where we meet and when

All meetings are held in the Branch’s Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Missing Videos

A recent check of our Library’s stock of videos revealed that the following are missing –

79	Railscene 26
116	Steam over Settle and Carlisle
192	Steam Vol.3 – The LNER
194	Steam Vol. 5 – LMS
243	Inside Isle of Man Railway
248	Postcards WA 2–7–2000
252	Railway Panorama No. 4
306	Great Railways
325	Great Little Trains from Downunder Bushmill
335	History of British Rail
DVD13	Severn Valley Railway

None of these videos or the DVD is recorded has having been borrowed by a member.

Please check that you do not have any of these at home. If you do find any please return them to our Library **and ensure they are handed to either our Library staff or the Duty Officer.**

Chris Paterson
Branch Librarian

Literary Lines

Many thanks to the following for their generous donations of books, magazines and videos –

Ron Chatterton Peter Higgins Chris Gorrington Geoff Mercer Lynton Englund John Elfer

Donations – recently we have found several, presumably, donations of magazines, etc. on the Library desk without any indication who left them there or made the donation. As a result we are unable to acknowledge the donation in The Branchline.

If the Library staff are not available **please** leave you name with your donation, there’s plenty of scrap paper and a pen available in our Library.

Library - on Saturday afternoons the Library will be **open** for receiving and issuing books,

5	331	12	Stedham East	Rand Cooley
6	319	25	Albion	Northern Suburbs MRG
7	318	49	Trinidad, Colorado	David Ross
8	316	23	Knightsbury and Abbotsford	Peter Gould
9	316	18	Ossie Gully	AMRA WA Branch
10	309	15	Gornth on Tarn	Kelvin Davis and family
11	297	50	AMRA South	Albany MRA
12	288	42	Mulheim	John Muller
13	271	62	Arid Australia	Arid Australia Group
14	262	40	Boxburg	John Muller
15	229	43	Baulking	Bill Boogaard & Charles Williams

Class 24 Cup

Summary of Voting – maximum points available = 500

Place	Points	Stand No.	Stand Name	Stand Owner
1	300	42	Mulheim	John Muller
2	295	49	Trinidad, Colorado	David Ross
3	254	23	Knightsbury and Abbotsford	Peter Gould
4	220	43	Baulking	Bill Boogaard & Charles Williams
5	220	40	Boxburg	John Muller
6	200	18	Ossie Gully	AMRA WA Branch

The President’s Cup for the Best Diorama

Summary of Voting – maximum points available = 200

Place	Points	Stand No.	Stand Name	Stand Owner
1	189	56	Shoemaker Canyon	Rob Mansell
2	182	46	Crowdundle Viaduct	Peter Higgins
3	180	34	Accident at Breeza 1985	Paul Moss
4	171	11a	A Moment in Time	US Model Railway Club of WA
5	166	54	Scenery Snapshots (B)	Frank Godde
6	165	22	The Way We Were	Neil Jarvis
7	158	3	E_Trains	E_Trains
8	155	54	Scenery Snapshots (A)	Frank Godde
9	151	2	The Flying Scotsman	Chris Beicher

Bill Gardner Cup

For the Best Model of a railway [as assessed by modeller judges]

Summary of Voting – maximum points available = 500

Place	Points	Stand No.	Stand Name	Stand Owner
1	367	57	Feather River Route	Focus Modelling
2	353	1	Port EB	AMRA WA Branch
3	350	37	Parkerville	Murray Hartzler
4	299	42	Mulheim	John Muller
5	295	49	Trinidad, Colorado	David Ross
6	282	62	Arid Australia	Arid Australia Group

Judging Coordinator's Comments.

Congratulations to everyone associated with the Show this year. From all accounts, despite the different side-tracks presented to the various people associated with the Show, this year was an enjoyable one. Definitely the place to be on the Saturday with the weather we had to start the weekend off with.

This year's layouts were judged along the same guidelines as last year's. All the judges took on the responsibilities required as past judges had done. The fact that all judges returned from their duties with smiles on their faces indicated that they had enjoyed their tasks.

This year the results for the two trophies, *The Richard Smart Memorial Cup* and *The Bill Gardner Cup*, was a close affair between three layouts and the general opinion by the non-judging people I have spoken too was that it would be between those three layouts. The one layout to catch the public's eye this year certainly put on a great entertaining show all of it's own. The owners should be justifiably proud of their efforts.

Over the past two Shows, as Judging Coordinator, I have tried to listen to comments that have been constructive in relation to how both best to do the job and any changes that improve this part of the Show. After receiving many suggestions I feel that a general review of the whole judging system and the trophies awarded is needed to ensure that the interpretation of the various judging categories is consistent. Perhaps, also, to consider whether to suspend some of our present Trophies or to introduce new ones. No matter what changes are made it is clear to me that the integrity of the existing trophies has to be maintained.

Thank you to every one of the judges this year as without their dedicated work their would be no trophies awarded.

Rosemary Ponjee, Kerry Poole and Ashley Maker took their digital cameras to the Show and shot, literally, hundreds of photos of just about everything that was going on and have given our Editor copies of them. Mr Editor has spent hours and hours sorting through the photos and has selected a few for inclusion in this issue.

Thanks ladies for your efforts and for allowing us to publish some of your photos.

John Maker
Model Railway Show
Judging Coordinator

Trophy Judging Summaries

The Richard Smart Cup Memorial Cup

For scenic excellence – summary of voting
Maximum points available = 500

Place	Points	Stand No.	Stand Name	Stand Owner
1	376	37	Parkerville	Murray Hartzer
2	373	57	Feather River Route	Focus Modelling
3	366	1	Port EB	AMRA WA Branch
4	342	31	Nonsuch	Fremantle and Districts MRA

magazines and videos **from 1400 to 1630 only.**

Library Returns

We've said this several times previously but a small number of members still haven't got the message, so, here it is again – please take note and comply, it really isn't difficult.

Members returning items borrowed from our Library are asked to **ensure** that the returned item[s] are handed to the Duty Officer for logging back in.

Yes, we've mentioned this many times but we still find returned items either left on the Library desk or, we eventually find, put back on the shelves – usually in the wrong place!!

The biggest problem with not conforming to this is that another member wishing to borrow or consult that item cannot do so and we end up with egg on our face and an unhappy member!!!

Around the Layouts

The Denver, Santa Fe and Valentine Railroad

Scenery progress on the D, SF & V RR has been steady, with module A appearing to have suffered a (styrene) blizzard, and similar beginning to appear on module F. It's pleasing to see those areas beginning to take shape.

Module D has been block wired and successfully tested - all but the Valentine Cut-off (Loop 3 in former parlance) which is yet to be trialled. With six out of eight modules done, it's tempting to complete wiring the outer main before the seventh module for those in desperate need of running locos.

To afford greater identity to the layout, several name changes have been effected. While Needles and Valentine remain, Yards becomes Kingman, Coalmine is now Harris, Barstow (in the centre well) changes to Topock and Warehouses defers to Industrial Park. Loop 1 is now the Outer Main, Loop 2 becomes the Inner Main and Loop 3 is renamed the Valentine Cut-off. Following the line from Needles CA to Valentine AZ using Google Earth will explain several of the revisions.

When drilling down in Google Earth, the various freight trains on the mains are clearly visible. Also apparent are the short gaps between trains thundering down the mains – perhaps the true reason for the demise of the caboose was the conductor's knowledge that the 80 mph monster pursuing a mile behind would take more than a mile to stop.

Unsubstantiated rumours have suggested the wiring supervisor has been sleeping when sequestered under the layout. Such unfounded scuttlebutt should be treated with the contempt it deserves. Deep rumblings from beneath are obviously being caused by the terrain realignment teams blasting their way through solid, Precambrian styrene. However, when closing, Duty Officers may wish to glance under the layout and adopt gentle awakening procedures if necessary.

Belated thanks are expressed to Ian Landsmeer for his generous donation of many miniature switches. While fossicking through the A&O remnants box last Saturday, the container of switches was located and they will be put to good use on the control panels. We are still in need of many DPDT centre off miniature switches for electrical blocks and either DPDT or SPDT switches for points, so the donation

of any surplus to your requirements would be warmly received. Also we would like to express our gratitude to Stanbridge's Hobby Shop for their ongoing support of our project

Craig Hartmann
Alan Burrough
D, SF & V RR Co-ordinators

Haltwhistle

The Management of the above Railway Company wish to apologies to club members wanting use the Haltwhistle layout, but due to unforeseen hiccups in the system its been one step forward and more than two steps back at times.

This is very noticeable by the rather large pile of grey hair around the new control panel but when the going got tough the old fellas plodded on.

We hope to have solved what was causing the problem and can get trains running again on the layout.

Members please note that the wiring crew have at times been engaged in wiring other club layouts which, through priority, have extended the time taken to wire Haltwhistle.

Tom Stokes
Layout Supervisor

Stanbridges Hobbies Club Night

Stanbridges Hobbies conducted a Train Club night on Tuesday 6 May. The night came about at very short notice to clubs, hence the attendance was meagre. Nonetheless, those who did attend were tempted with bargains that included 20% off all model railway items in the shop and some special bargains including N, HO and OO buildings, Dapol wagons in OO scale and Classix cars.

As well as the many bargains, attendees were treated to pizza and beverages [of the non-alcoholic variety]. In spite of the small attendance, Peter Dallimore has decided to give the Train Club night another run, this time on Tuesday 7 October 2008. The shop will be open from 1800 to 2000 for Model Railway Club members only.

Peter Ibbs has also indicated that he could be convinced to open on the same night.

So put the new date in your diaries and let both proprietors know what you would like to see on special.

Albany Hobby Expo

The Expo will be over the weekend of Saturday and Sunday 4 and 5 October 2008 and will be open to the public from 1000 to 1700 on Saturday and 0900 to 1600 on Sunday in the Albany Agricultural Society Centennial Hall, Lockyer Avenue, Albany. Admission \$5/\$2

Model trains, model railway layouts plus other hands on hobbies and trade stands. Refreshments available.





For more information contact Bruce Norton, PO Box 5271 Albany 6332, phone 08 9844 3480 [home] or 08 9842 4224 [work] or email <bruce@omninet.net.au>

Exhibitors and visitors intending to attend the Hobby Expo are urged to arrange accommodation as soon as possible. If you need local help to secure accommodation then please contact the Albany Regional Booking Service, Albany Visitors Centre on 9841 9377, fax 9842 1490, or via the website <www.albanytourist.com.au>

Please note I will be providing invitations to other clubs, selected individuals and trade representatives at the 2008 Model Railway Show but if we have failed to contact someone who has previously expressed an interest in attending as an exhibitor please contact me ASAP.

Bruce Norton

Around the SIGs

LMS Modellers Special Interest Group

The agenda topic for the Group's April meeting, Liveries that LMS Locomotives Carried in British Railways Days, had been agreed at the February meeting but it had not been possible to publicise it in the last issue of *The Branchline*. Nevertheless, word of mouth had obviously worked for the attendance at the meeting, although not spectacular, was considerably better than had been the case at the last few meetings in 2007.

As is now usual in the GWR and the BR Special Interest Groups, the agenda topic was dealt with ahead of the New Acquisitions and the Current Projects segments of the meeting.

A Facilitation Note had been prepared to assist with the discussion. It started by tracing the indecision of the LMS Directors, immediately after WW2, in the matter of the livery of its locomotives.

There was a hankering for a return to crimson lake for the express passenger locomotives but with chronic staff shortages, that livery was pointless if they could not be cleaned at loco depots!

After a brief flirtation with No.6235 *City of Birmingham* in a blue/grey akin to the livery of RAF road vehicles, Robert Riddles [an ex-L&NWR man], the Vice President for Engineering, suggested varnished black, with maroon and straw yellow lining. The LMS lettering and the numerals were to be in plain straw yellow bold [so-called 'grotesque'] sans serif with a fine maroon line inside the straw yellow. This was adopted for the express passenger locomotives. **All** other locomotives were to be painted in plain black without any lining – this included the mixed traffic types such as the Black Fives and thus there was no distinction between them and the humble goods locomotives!

Every effort was made to get as many of the express passenger locomotives into this new livery before nationalisation in 1948, but few of the mixed traffic locomotives received the new drab livery or the new lettering and numerals and they carried on in their war-worn livery.

Robert Riddles was appointed Executive Member for Mechanical and Electrical Engineering on the newly formed Railway Executive in 1948 and he was instrumental in getting the Executive to adopt black, lined in L&NWR style, for the ex-LMS express passenger **and** mixed traffic locomotives while a more permanent decision was awaited for these and for the locomotives inherited from the LNER, the GWR and the SR.

The Executive made a quick decision on the numbering of the 18000 locomotives inherited from the

Big Four and the LMS copped the 40000–59999 group. This was to be achieved by simply adding 40000 to the existing LMS running number but until new transfers for cab and tank side numbers and new castings made for smokebox numbers could be made, the letter M was added by whatever means to the existing LMS running numbers. This situation lasted for a few months and by mid-late 1948, a Gill Sans style of numeral was agreed and appropriate transfers and castings were made, although, like all changes, it took some time for these new numerals to be applied, generally at overhaul time.

It took a little longer to come up with a motif for the BR fleet and until that was decided the words BRITISH RAILWAYS were applied to tender and tank sides. Until transfers became available this was done by hand-painting – in the case of ex-LMS locomotives this was in a plain straw yellow 'grotesque' sans serif style with a fine white line within the straw yellow. By mid-1949, a totem of a stylised lion astride a locomotive wheel with the words BRITISH RAILWAYS in a band across the centre [the 'ferret on a wheel' or 'the monocycling lion'] was adopted and applied. This was available in transfer form in several sizes and in two versions, one facing left and one facing right, so that the lion was always facing forwards.

It took longer again for the Executive to decide on the liveries for its newly acquired fleet.

A beauty parade was held in January 1948 for the Railway Executive to look at various options applied to four Black Fives, which included the shades of green of the LNER, the GWR and the SR and black lined out in LNWR style. From this a decision was made to paint the express passenger locomotives in GWR green [perhaps the ex-GWR man on the Executive was the most powerful or perhaps he had the last word, both physically and metaphorically!]. Robert Riddles got his way for the mixed traffic locomotives were to be done out in the lined black!

Despite the decision on GWR green, the Railway Executive still held doubts on the matter of the express passenger livery and in May 1948 seven ex-LMS Princess Coronation class [Duchesses] were turned out in deep ultramarine blue in an attempt to get some opinion from passengers on the ex-LNWR West Coast Main Line services and three ex-LMS Jubilees and two ex-LMS Patriots were turned out in LNER apple green with grey and red lining in order to get opinions from passengers on ex-Midland main line and on Euston–Wolverhampton services respectively.

It seems that the public did not react very enthusiastically to these experiments and the Railway Executive, undaunted, decided on a lighter shade of blue for top link express locomotives and on Brunswick Green [close to the GWR shade] lined out in black and orange for all other express passenger locomotives. Mixed traffic and lesser locomotives retained the lined black style with L&NWR style lining and freight locomotives were to remain unlined plain black.

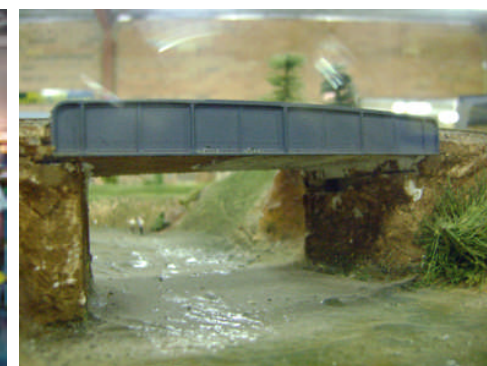
The blue livery was applied to five Princess Royal class locomotives and all but eleven of the Princess Coronation class locomotives. The Brunswick Green livery was applied to all the Royal Scots and to all of the Jubilees except for twelve that received the L&NWR style lined black livery. The Patriots kept their L&NWR style lined black livery.

The Facilitation Note listed the Princess Royals, Princess Coronations and Jubilees which were affected. In little time, the blue paint showed every speck of dust and signs of wear and the decision was taken to repaint the blue locomotives in the lined Brunswick green which had been chosen for the second string express passenger locomotives. This was done at various times between April 1951 and August 1955.

Similarly, those Jubilees that had been painted black and all the Patriots were repainted in Brunswick green in roughly the same time frame.

In 1956, the London Midland Region of BR was permitted to paint sixteen of its *Princess Coronations*

A selection of other photographs – unfortunately no captions were available before printing



Rob Kay's Curiosity

Recently Rob was found waving a strange coach model around our clubrooms



Have a close look at the words in the inset picture which is an enlargement of the bottom left hand corner of the model.

Model Railway Show Photos

Two Alans [Higgs and Burroughs] erecting the barricading.



in maroon with black and orange lining. These were all English based locomotives and were listed in the Facilitation Note.

Also in 1956, a new totem was adopted – a lion standing on a crown and holding a railway wheel in its paws [‘the lion holding aloft a dartboard’], all enclosed in a circle with the word BRITISH on one side of the circle and the word RAILWAYS on the other side. This was available in two sizes and initially in two versions, with the lion facing to the left or to the right so that it always faced forwards.

Soon after its introduction, the College of Heraldry decreed that as the lion had been taken directly from the British Transport Commission’s heraldic crest, it had always to face *sinister*, ie. to the left, as on the heraldic crest and as a result from around 1957, the lion always faced left, irrespective of the side upon which it was applied.

Generally, the ex-LMS locomotives continued without any further changes of livery until their withdrawal, except that during the 1960s, when withdrawal was seen to be not too far away, the lining was often omitted when locomotives were repainted at major overhaul.

After a coffee break, the meeting then heard from members about their New Acquisitions.

Steve Rayner showed a Dapol LMS Grain Wagon in N scale and a Dapol 0–4–2T [No. 1466] and its accompanying auto-coach No. 187 in GWR livery [Steve was forgiven for sully the clear waters of an LMS meeting with something from ‘that other railway’!]

Shane Busing showed a set of three N scale private owner wagons available as a limited edition release to members of the Bachmann Collectors Club and a Grafar by Bachmann N scale Jubilee class 4–6–0 No. 5682 *Trafalgar* in LMS crimson lake livery. This locomotive was DCC ready, the decoder to be carried in the tender, had see-through wheels and a decent scale bogie which was 100% and more superior to the bogie on the old GF 4–6–0s.

Alan Porter had been playing catch-up with a big selection of books recently acquired from Midland Counties Publications. These included –

- Issues 18, 19 and 20 and the special 85th LMS Anniversary issues of *LMS Journal*
- Issues 25 and 26 of *Midland Record*
- The long awaited Volume Two of *Midland Railway Locomotives* by Stephen Summerson and published by Irwell Press. This volume deals with the Kirtley Classes and was preceded by Volume 1 in 2000, Volume Three in 2002 and Volume Four in 2005.
- *LMS Locomotive Profile No.10 – The Standard Class 4 Goods 0–6–0s* and its Pictorial Supplement by Bob Essery, John Jennison, Fred James and David Hunt and published by Wild Swan Publications
- *The Book of the LM Garratts* by Ian Sixsmith [his fifth book in *The Book ofseries*] published by Irwell Press
- *An Illustrated Historical Survey of a Great Provincial Station – Manchester London Road* by John Hooper and published by Book Law/Railbus Publications [this one came as a freebie as a result of Alan spending too much at MCP!]

In the Current Projects segment, only **Peter Sapte** had any evidence of doing something with their hands. This was a Comet Models etched brass and white metal castings kit for an LMS six-wheel Stove R parcels brake van which he was building for a friend in UK and had been doing the assembly and some painting during the first of his 2008 visits to Oz with the intention of doing the finishing touches on his return home. Peter related how he was having some problems with the application of the paint to the brass sides – a not unusual problem with brass!

The Group's next meeting will be on Wednesday August 6. The agenda topic for that meeting will be selected at the Group's meeting on 4 June. Any member not present at that meeting will be advised by email [or snail mail or by telephone] and a notice will be placed on the Branch white board.

S Scale Special Interest Group

The Group's April and May meetings were successful gatherings dedicated to the modelling of the narrow gauge scene in Western Australia. Thirty six members met in April for a very rewarding slide show and twenty six members gathered in May for the kit-building evening.

Following the usual announcements of news-worthy items from Graham Watson and requests for volunteers for the up-coming exhibition, by both Graham and Peter Higgins, members settled down to a viewing of some of Graham Bown's recently donated slides of the WAGR in the 1960s. Graham Bown is a recently retired secondary school principal and was a member of the ARHS in the 1960s. Thanks to him we have another wonderful collection of slides of the WAGR in those halcyon days when steam ruled the rails.

The slides began with a side-on view of Ut 664, a JA tank containing fuel oil and a guard's van. Graham Watson pointed out that this was not a standard Z van but one converted from a BA horse box when such vehicles were no longer required on the system. It was allocated the classification ZBA.

Andrew May notes, on his website, that there were five ZBA vans on the system from 1952 to 1977 and they were numbered 435-439. The ZBA would make a fine model for those contemplating another guard's van for their layout or collection. The vans suit the era which many of us model, the nineteen fifties, sixties and seventies, when steam and diesel ran concurrently on western rails. In fact many of the parts are available to the scratch-builder, or kit maker. They are immediately distinguishable by their double sliding doors and their centrally positioned guard's lookout.



ZBA 435 Guard's Van. Photo from the Graham Bown collection

no learning or skill building required...nothing more to improve on

Outcome-based Toy Railroading

August 2005 \$5.50

Two How-to articles:
-Installing rolling stock
onto track
-How to purchase

New line of Thomas
too real?

Using Brio track
for n-scale

Tips and Tricks:
Removing items from
their package

Ebay shopping: Is it modeling?

1 23456 78901 2

Just look at the interesting and informative articles included!!!!

This foray into stupidity to protect us from not only the substance Lead but any inference through the use of its name [or similar] has been filed under patent 2008-493H-AUS and went into official effect on the 1st of April 2008.

If you have any questions and/or comments relating to this subject, contact your local Office of Environment Impact Resource under the heading of Govt. G O T U-A-GANE.

[Reprinted, with permission, from Train Talk, the Newsletter of Darling Downs Model Railway Club. Ed.]

Jack and Melba's Show Impressions

After visiting the very successful and impressive Model Railway Show with my new bride Melba [I was extremely impressed with Arid Australia – what a feast for the eye], I put the video I took from the Show on YouTube. Because YouTube will only allow videos of maximum ten minutes and/or 100Mb, I had to chop the video up into six parts.

These videos can be best seen by typing in the word “hondekop3” in the empty window near the top, to the left of the word videos. This will automatically bring-up all my movies, many of which are either model railway or railway related videos. I regularly take videos at the Old Kwinana Bus Station of any goods trains that head for or leave the Kwinana Freight Yard. If that fails, just type the following link into your web-browser and it will lead you directly to the first of the six movies. In a separate window on the right hand side of the video, you will also see some of my other related videos. It then becomes easy just to click on them to view them - <http://www.youtube.com/watch?v=EyxIHUbpYk>



I also intend to publish an article about the TrammelanT Tram, Trolleybus and Bus Museum – a layout that I am currently building. The article, if published, should have photos showing the progress of the work.

Melba and I also intend to show the Woodlines lay-out, that I purchased about a year ago, at next year's Show but we are keen to discover its history [when it was built, who built it, who owned it in-between, etc.] A photo of the layout is included if you recognise it please email us what you know about it to stessl@bigpond.com.

Outcome Based Model Railroading!!

We've all heard and read about the outcomes based education fiasco, haven't we????

Who thought the bumlbers, having failed to impose it on education would try and target our hobby?? Just too late for the April issue this landed on my computer – thought I'd share it with you anyway!!

The audience was then treated to views of many WAGR locomotives at work and at rest at various locations from Bunbury and Picton, to Brunswick and Collie, as well as locations around the former East Perth shed. Views of Leighton Yard at its height were also included.

Most of the locomotives were of the larger variety including the mighty V class, as well as the W, S, Fs, F, P, Pmr and the more diminutive A and G classes. There was also the opportunity to see some of the less remembered items on the system such as coal stages, turntables, trestle bridges, sheds and signals and location-specific wagons such as the fleet of GSW hopper wagons on the Bunbury wharf. Locomotives with recent repaints to those with extreme weathering were all in abundance. Diesels such as the Y class were seen at Leighton but otherwise views of diesels were restricted to a solitary X class. The ARHS is fortunate, as are the AMRA modellers of the system, to have such an asset, recently made available by Graham Bown, to view and enjoy.

The May meeting was billed as an evening dedicated to kit assembly with 26 members in attendance. Members were asked to bring along their next kit or the kit that they were currently assembling.

Graham Watson was in New Zealand for this meeting and so Stuart Mackay stood in as MC. The meeting began at 8.25 with general announcements. Peter Higgins gave his profuse apologies but Stuart relayed the message that those members who offered their locomotives for the static display at the Show should bring them to the Show on the Friday night or the Saturday morning. Murray advised that Parkerville was ready and really just needed some dusting off and that one track will be DC and one will be DCC operation. Stuart advised that the roster for both the modelling desk and the Parkerville layout were close to being finalised and invited members to check their times.

Stuart welcomed new and old members and introduced Rex Vellender and Allan Howe and his wife on behalf of the Group. Allan agreed to show and talk about a few of his locomotives and coaches which he built several years ago. The locomotives included the massive ASG class Garrett, a P class, a Pm and a Pmr, a D, a Dd and a Dm, all scratch-built in brass. Allan showed his skills in making detailed working valve gear and neat soldered bodies. The members were just as impressed with the locomotives as they were with Allan's scratch-built suburban passenger coaches of 1911 vintage. These included two AT second class compartment coaches and two AU first class brake coaches. Approximately 25 ATs and 11 AUs ran on the suburban system for over forty years and they can be revisited in Bill Gray's book on the history of WAGR passenger carriages. Thanks to Allan for bringing his superb models to show and share with the members, especially the more recent members of the group.

Brian Norris reported that he visited Greg Aitkin on his recent trip to Melbourne and he brought back a number of kits of containers which the WAGR used on their flat cars during the 1960s and 70s. Brian showed the full range of four containers which were all one piece castings and which will make a fine addition to a WAGR layout. We look forward to seeing Greg at the Model Railway Show in June.

Lynton Englund showed his Kadee coupler gauge which is invaluable for setting up coupler heights and glad-arms to the correct position and a board made by Richard Stallard which is useful for measuring wagons from rail/track height. Stuart Mackay showed the latest XA hopper wagon he was assembling from his kit and a sanding board which he advised was indispensable for sanding the backs of castings and removing sacrificial flanges.

Gary Gray spoke briefly and modestly on his lineside kits which he now provides to the Group. They include a goods platform crane, a toilet and the side planking for a goods platform which can be adapted to suit goods platforms of various lengths and widths. The kits are a welcome addition to the range of kits available to the S scale modellers.

Following the formal presentations, members enjoyed a cup of tea or coffee, while others worked on or discussed their kits or ran locomotives on Swan View. Rex in particular showed he has not forgotten his modelling skills as he worked on his GA models kit of a ZA guard's van. All in all this was another enjoyable evening for the members who had the opportunity to meet and discuss their modelling of the Western Australian narrow gauge scene.

The S Scale Group meets on the second Monday of every month at 2000 at the AMRA clubrooms in Moojebing St, Bayswater. New members and visitors are always welcome. Contact Graham Watson on 9250 1084 for information regarding Railwest or GA models or Stuart Mackay on 9310 3858 for information about X-class models and general information about the S Scale Special Interest Group. Peter Higgins is the Australian Sn Modeller's WA representative and can be contacted on 9593 7945.

Great Western Railway Modellers Special Interest Group

The agenda topic for the April meeting was GWR Manor and Grange Class 4-6-0s and as usual a Facilitation Note had been prepared before the meeting in order to facilitate and to guide the discussion and the showing of examples of both locomotive classes.

These two classes of GWR locomotive were of the same lineage as the six standard two-cylinder locomotive types propounded by G.J. Churchward in 1901 which were to all have the same size cylinders and to require only two types of boiler using the same flanging blocks, three different size driving wheels [4ft. 7½in., 5ft. 8in. and 6ft. 8½in.] and two patterns and lengths of coupling rods. Prototypes of five of the types he had proposed were built between 1903 and 1905 – 28xx 2-8-0 with 4ft. 8½in driving wheels, the 4-6-0 Saint with 6ft. 8½in. driving wheels, 2-6-2T Large Prairie Tanks with 5ft. 8in. driving wheels and 4-4-0 County and 4-4-0T County Tanks, both with 6ft. 8½in. driving wheels, but the proposed 4-6-0 with 5ft. 8in. driving wheels was, strangely, omitted.

Instead, a prototype 2-6-0 with 5ft. 8in. driving wheels was built in 1911 – a tender version of the 2-6-2T Large Prairie Tank – and 292 of these were built before the Grouping and a further 50 were built between 1923 and 1932 in Collett's time as CME. Although satisfactory the 2-6-0s lacked boiler power for some applications and they tended to nose about under certain conditions. In response to requests from the Running Department for an updated version of the 2-6-0 for mixed traffic duties, Collett decided instead that a modified Saint 4-6-0 would better fill the bill. Accordingly St. Martin with 6ft. 8½in. driving wheels was converted to have 6ft. 0in. driving wheels and after three years of trialling, construction of new locomotives to the basic design of St. Martin started. These were the Halls, of which 259 were built between 1928 and 1941 when Collett retired.

With most of the 2-6-0s being 20 plus years old and the last batch being heavier and not as good as the originals, the experience gained with the Halls led the Running Department to request a locomotive with a leading bogie and a boiler larger than that used on the 2-6-0s. Collett obliged with a 4-6-0 with 5ft. 8in. driving wheels and the same boiler as the Halls – exactly what Churchward had proposed 26 years earlier!

These locomotives were the Granges and they could be regarded as a Hall with driving wheels 4in. smaller or a lengthened 2-6-0 with a bigger boiler and a leading bogie! Eighty Granges [Nos.6800–6979] were built between 1936 and 1939 using some components [driving wheels, tenders and some motion parts] from scrapped 2-6-0s.

The Granges were only marginally lighter than the Halls and were unable to work over the GWR's Blue routes. Collett had foreseen this and had simultaneously designed a lighter version of the Granges – these were the Manors and, apart from having a smaller boiler, were otherwise almost identical to the Granges. Twenty Manors [Nos.7800–7819] were built in 1938 and 1939, again using some components from scrapped 2-6-0s.

modellers to set up rocking W irons and fixed and sprung axle boxes so that the axles are parallel. The gauges come in two types, one for wagons with wheelbases between 6' and 12' in 6" increments, the second for wheelbases between 6' and 22' in 3" increments. [Detailed instructions are available for downloading from <www.brassmasters.co.uk> Brassmasters say that the gauges are 16.1mm wide and therefore only suitable for EM/P4. Ed.]

The Newsletter and Manual Sheets are in our Library.

How's this for skill!!



Note the extra fittings on the machine to enable it to stay on the hopper wagons. He's done this before!

But do not try this at home!!!!

DELS!

As is known throughout the hobby, solder has now become lead free, environmental concerns and political correctness seem to be strong points in our lives. Amongst the electrical angst another common item used intensely in model railroading has been affected, not in its content, but purely in its connotation of dread via its name.

The ubiquitous LED has been subjected to attack as its name is common with the poisonous substance LEAD now removed from solder to protect us. To separate the LED from this connection, the name has officially been rearranged, instead of Light Emitting Diode, they must now be referred to as Diode Emitted Light Source or DELS for short.

the clubrooms is never wasted.

The new members who have joined since the last issue of *The Branchline* are:

Darren Ferdinando	Mount Hawthorn	OO
Daniel Palmer	East Perth	HO
Clive Whitehead	Como	OO

The Western Australian Branch of the Association, at the end of May 2008, has 364 members out of the total of 1251 for the Association Australia wide. For this time of year we are actually fifteen members higher than last year. This is a good sign for the Association and our Branch especially. I encourage new and existing members to come to our clubrooms as the activity level is very high and more members are always welcome to use our great facilities.

I hope to see you all at the AGM this year.

John Maker
Membership Registrar

Rob to the Rescue

In the lead up to the Show it became apparent that our Branch could not provide screening for the BRMA Stand.

Rob Kay became aware of this and, with a bit of lateral thinking, came up with the idea of constructing a number of screening panels using aluminium tubing that was surplus to the requirements of the N Scale SIG.

Thanks Rob for the idea and assisting me in the actual construction, Roger Solly for his input and Geoff Mercer's daughter for supplying the curtains.

Alan Porter

[This article has been severely edited. Ed.]

EM Gauge Society Newsletter No. 175

Of interest to modellers of the British scene is an article titled *BR AWS Sensor Protection Plates*, which describes what they are, what they are for and includes several photographs of the real thing.

The Latest EMGS Manual Sheets are –

- 3.2.6.(8) Bachmann GWR 57xx Class Pannier conversion
- 4.2.3.(2) Converting Hornby Maunsell coaches

While these two Sheets are about converting the loco and coaches to EM gauge, they are more generally useful for the information on how to take them apart, plus drawings, sketches and photographs showing how to do it, etc.

- 9.2.3.(2) Axle Spacing Gauges – Brassmasters. These gauges are intended to enable

It had been planned that eventually 300 of the 2–6–0s would be replaced by a total of 300 Granges and Manors but the advent of WW2 frustrated that plan and it was not resurrected after the war. However another ten Manors [Nos. 7820–7829] were built in BR days using new parts rather than relying on the 2–6–0s.

Tenders of the Granges and the first 20 Manors were initially of the Churchward 3500 gallon/7 tons type from scrapped 2–6–0s but the picture with Granges became clouded with a modified Churchward type, the Collett 3500 gallon/5½ tons type and his later 4000 gallon/6 tons type and the Hawksworth slab-side type all being involved at various times.

Both classes carried a rather bland unlined middle chrome green livery with the GWR's shirt-button motif before WW2 and the widely spaced letters, G W R after WW2. All the Granges and the first 20 Manors carried an equally bland unlined black livery in BR days until 1956. The ten BR built Manors carried the BR lined black mixed traffic livery when built. After 1956, both classes were turned out in lined BR green livery with later BR emblem when they passed through Works for major overhaul. The 80 Granges and the 30 Manors lasted into the early 1960s with some of the much older 2–6–0s outlasting both classes!!

Hornby models of the Grange class and Mainline and Bachmann models of the Manor class were shown by various members of the Group.

After a refreshment break, members of the Group turned to showing their New Acquisitions.

Steve Rayner had a Dapol N scale 0–4–2T No.1466 in GWR post-WW2 livery and its accompanying auto-coach No. 187, Parkside Dundas GR 20 ton coal wagon produced for the N Gauge Society and a copy of the classic spiral-bound Ian Allan publication *British Railways Pre-Grouping Atlas and Gazetteer*.

Doug Firth, back from a trip to South Australia, showed a copy of the book *End of the Line* describing the Mount Barker to Victor Harbor railway line, a Glenelg tram kit and an off-the-shelf Bull Ant powered bogie with 9.6mm diameter wheels set to a 21mm wheelbase which is equivalent to a prototype 5ft. 3in. and fitted with a Mashima 1015 12 volt motor. [Bull Ant bogies can be ordered to a variety of wheel diameters, wheelbases and gauges.

Ron Richards, also a recent traveller, showed a BR Box Mineral Wagon that he had acquired for just \$5 at the ABT Railway Shop at Queenstown, Tasmania. For Easter, Ron's daughter had given him a Thomas the Tank Engine carrying a chocolate egg – still uneaten when Ron showed it!

Mike Czalet showed the latest issue of the Bachmann *Collector's Club* quarterly magazine that, he said, contained nothing new for OO modellers. An irreverent remark from a modeller of that railway north of the Thames said "I'm just lusting for the long-awaited ex-LNWR G2A 0–8–0"!

Talking of lusting, Mike showed his [one of a limited run of 2500] Bachmann model of the prototype Deltic diesel electric locomotive that had been commissioned by the National Railway Museum, York. Warning others not to drool upon it as it was passed around, he compared it with the Bachmann model of one of the production Deltic class locomotives – shorter wheelbase bogies, longer body without headlights, etc. – a lovely model only promoted by way of the Internet and therefore missed out by the cyber-space illiterate! However, it is rumoured that the NRM will be getting another 2000 models made next year or perhaps in 2010, possibly weathered and possibly DCC fitted. Time will tell!

Alan Porter showed a Dick Smith DSE Personal Magnifier [T4598] that he had acquired for just a smidgeon under \$30. Like the Curate's Egg, it has its good points and its less-than-good points when

compared with the *OptiVISOR* which is regularly advertised in *Railway Modeller* and was available some years ago [and may still be] from a jewellers/watchmakers supply house in Perth [Seivers Australia, then in St. Martins Tower, now around the corner at 25 Barrack Street].

Both can be worn over normal spectacles and both can be tilted back over the head when not in use. The *OptiVISOR* has a more user-friendly method of adjustment of the tightness of the headband – adjustable knurled screw vs ‘sticky buckle’ [plastic pins fitted into holes] catching your hair if adjusted in situ! The *OptiVISOR* has a better control of tilting the magnifier head [adjustable knurled screws on both pivot points vs non-adjustable pivots]. The tilting head of the *OptiVISOR* is lighter than that of the Dick Smith’s job which tends to sag downwards if only tilted upwards a little above the eyes.

The *OptiVISOR* costs £38.95 and is supplied with a twin lens plate of one of the six magnifications available ranging from 1.5X to 3.5X, another £23.00 for a spare plate with different magnification lenses, a further £10.95 for the attachable single *OptiLOUPE* lens which increases the magnification of the lens plate in use by 2.5X and yet another £19.95 for the *VisorLIGHT* – a total of £92.85 or nearly Aus\$200 at the current exchange rate.

You get the lot with the Dick Smith job. It has a basic lens giving 1.8X magnification; a second drop down lens increases this to 2.5X and a swivelable loupe that then gives a 4.8X total magnification. It also has its own built-in headlights which required two 1.5 volt AA dry cells – and it costs only a bit under \$30, or about 15% of the cost of the *OptiVISOR*. Despite its faults, the Dick Smith Personal Magnifier is good value for money.

Alan also showed a recently released Hornby model of the Maunsell Southern Railway Brake Third coach that he had acquired from Great Western Trains for \$59.95 on behalf of his Sydney pal Harry Howell who could not locate one in his hometown. A really lovely coach with lots of detail [*No Smoking* signs, seat numbers, etc.] and the very best lining ever on a proprietary R–T–R coach. Although he had questioned how Harry could justify such a coach [to top up his four other Maunsell coaches behind his Schools Class locomotive] on his post electrified mid 1960s Stafford layout, Alan indicated that he was beginning to search for a reason how he could justify a train of Maunsell coaches on his Wheatstone Bridge layout [set on the Midland main line north of Derby] in its late 1930s mode!

The agenda topic for the May meeting was Pullman Cars and Luxury Coaching Stock on the GWR.

The Facilitation Note prepared before the meeting dealt with –

- the very brief relationship between the Pullman car Company and the GWR for the use of Pullman cars on the Paddington–Plymouth Ocean Liner boat trains and the all–Pullman Torquay Pullman. This had been facilitated by Sir Felix Pole, the GWR’s General Manager in 1929 with a view to the two Pullman services commencing in July of that year.

A personality conflict within the GWR led to Pole leaving the GWR on 8 July 1929 to take up an appointment with Associated Electrical Industries and his successor James Milne, supported by the GWR’s Chairman Viscount Churchill, did not favour the agreement that Pole had made with the Pullman Car Company and everything possible was done to diminish the attractiveness of the Torquay Pullman and to compete with its own faster services to the Tor Bay resorts.

Pullman Parlour Cars *Eunice*, *Juana* and *Zena* and Pullman Kitchen Cars *Ione*, *Joan*, *Loraine* and *Evande* were used on the Torquay Pullman. The Torquay Pullman and the use of Pullman cars on the Plymouth boat trains was wound up in September 1930.

Wednesday 27 August Chemical Tank Wagons Running on BR

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Richard Johnson	9455 6421
Large Scale	Jim Gregg	9298 9442
Great Western Railway Modellers	Roger Solly	9444 7812
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858
Southern Railway Modellers Group	Terry Hammond	9458 9768

From the Scribe’s Quill

Meeting No 309 – April 2008. The major items of business dealt with at this meeting were –

- Arrangements for the June Show were discussed, noting that advertising for the Show would now not be handled by Curtin University media studies faculty.
- The Committee agreed that those with sound equipped locomotives could only operate the sound for the ten minute period after each hour at the clubrooms, as a courtesy to other members.
- It was noted that the cleaning roster had fallen into disrepute – ie. not much cleaning was being done at SIG meetings. The Committee resolved to deal with this issue after the Show.
- The Committee also decided that a period at each Saturday meeting would be devoted to preparing items for the Show.

Meeting No 310 – May 2008. The major items of business dealt with at the meeting were –

- The Committee approved a motion to cash in the Club’s Investment Account to finance the Show this year.
- The President advised that all preparations for this year’s Show were complete, with the exhibits covering two pavilions. Advertising arrangements were in hand and the Starlight Foundation will be assisting with the U–Drive stands.

Management Committee Submissions. The Management Committee frequently receives items for consideration shortly after a Committee meeting has been held. This means that these items do not get considered until the next Committee meeting up to four weeks later. In an effort to resolve this problem we publish the deadline date for submissions to be received by the Branch Secretary. Items can be posted to the address on page 2 of this issue or placed in the Secretary’s pigeon hole. The **Submission deadlines** are 12 July, 9 August and 13 September respectively.

Membership Matters

Welcome to all the new members who have joined our Branch, whether you joined at the Model Railway Show or from hearing about us through other sources. Please make yourself known to the Duty Officer at your first few meetings. I encourage you to ask questions as there are many aspects to the Branch which, even after being a member for a few years now, am still finding out, so each day at

class, R4262B Third class and R4260 Brake Composite]. No doubt Geoff has more of each at home.

- two Bachmann 38–190 BR 10ton insulated vans in BR light blue livery
- a Hornby R6289 pack of four methanol 20 ton tank wagons and a BR standard 20 ton brake van priced at £25.00
- a Hornby R4262 *Talisman* coach pack consisting of three BR Mk.I coaches in BR carmine and cream livery

all of the above acquired from Hattons.

Alan Porter showed a new book that had arrived that very day from Midland Counties Publications – *British Rail Mark 2 Coaches – The Design that Launched InterCity* by [the late] Michael Harris, first published by Mallard Venture in 1989 and reprinted in 2007. Although marked at £30.00 on the inside of the dust cover, MCP had billed it at £25.00, further discounted down to £22.50 – had it fallen off the back of a truck?

Seriously though, it is a useful companion to Keith Parkin's *British Railways Mark 1 Coaches* of 36 pages published by the Historical Model Railway Society and Atlantic Transport Publishers in 1991. It is an excellent reference book of 192 pages covering the full history of the Mk. 2s from the first production models, through the Mk. 2As, the Mk. 2Bs and Mk. 2Cs, the air-conditioned Mk. 2Ds, the Mk. 2Es and the Mk. 2Fs, as well as the Mk. 2 Pullman cars, Mk. 2s that never were, Mk. 2s the world over and the various conversions into catering vehicles, Gatwick Express and push-pull, Royal train and departmental – as they say, everything you ever wanted to know about the Mk. 2s and a lot more that you did not want/need to know!

Kelvin Davis also showed a book, *The Birmingham to Gloucester Loop*.

In the **Current Projects** segment of the meeting, there was evidence that some people are still using their modelling skills, despite the great quality of today's RTR models.

Steve Rayner spoke of and showed how he had used to advantage some parts left over from the construction of a Parkwood Models N scale kit for making a Bogie Bolster E or a BR *Turbot* 34-ton bogie ballast wagon. Having opted to build the Bogie Bolster E, Steve had the sides for the *Turbot* left over, so he cut out a base from sheet styrene, took a Peco N scale 15ft. wheelbase wagon underframe and cut it in two and rejoined the two parts further apart to produce a four-wheel 30-ton *Pollock* ballast and spoil wagon – a case of waste not, want not!

Steve also spoke about how he was making up a Parkwood Models N scale kit for a Warwell bogie well wagon.

Kelvin Davis showed the results of his labours in preparing models for his family's exhibit this year's Model Railway Show. These included an assembled Dapol plastic kit for the Booth 15 ton Engineer's Crane which he had painted in the all-black livery of the 1950s but for which he is temporarily stymied by a lack of suitable transfers, a Tri-ang R152 incorrectly inside framed BR Class 08 diesel shunter of 1962 vintage to which he had painted yellow wasp stripes fore and aft and a Tri-ang/Hornby R357 Class 31 A1A–A1A diesel electric locomotive of 1960s vintage on which he had improved the pick-up qualities of the rear unpowered bogie.

The Group's next meetings will be –

Wednesday	25 June	BR Class 24 and Class 25 Diesel Electric Locomotives
Wednesday	30 July	BR Rolling Stock Bits and Pieces [Bogies, Buffers, Coach Roof Details, Corridor Connections, Loco Lamps, Tail Lamps, etc.]

- brief coverage was given to the South Wales Pullman [which was a steam hauled all-Pullman train operated by BR between 1955 and 1961] and the various BR [Western Region] Blue Pullman services, the Bristol Pullman [1960–1973], the Birmingham Pullman [1960–1967], the Oxford Pullman [1967–1969] and the South Wales Pullman [1961–1972]
- believing that what the Pullman Car Company did, the GWR under James Milne could do better, eight Super Saloons were built in 1931/32 to take the place of the short lived Pullman service for the Ocean Liner boat trains to and from Plymouth. These coaches, all named after members of the Royal Family of the day, were the absolute epitome of luxury and well up to the Pullman standard, if not better. They were 61ft. 4½in. long and very wide at 9ft. 7in. and the entry doors were recessed due to the extreme width and for safety reasons. After the Southern Railway modernised Southampton and the trans-Atlantic liners called there rather than Plymouth, these Super Saloons were used for race trains and for private hire duties but never used by the general public.
- the Centenary Stock of 26 coaches, with the same dimensions as the Super Saloons built in 1935 for the Cornish Riviera Express and finished with a degree of luxury not far short of the Super Saloons. When replaced by new Hawksworth coaches in 1946, the Centenary Stock was used on Paddington to Weston–super–Mare and on Paddington-to South Wales services,

Models of Centenary Stock produced by Airfix, later Mainline, then Dapol and finally by Hornby were shown by members of the Group. It was noted that the Brake Third has to be modified to enable the corridor of the entire train to be on the same side.

- the V.I.P. vehicles : two special duty coaches [Nos. 9001 and 9002] which were 70 ft. long but only 8ft. 11 in. wide [making them more route versatile] and running on six-wheel bogies were built in 1940 for V.I.P. use.
- the Special Saloons: two special saloons [Nos. 9005 and 9006] which were 60ft. 11½in. long and 8ft. 11in. wide were built in 1945 on underframes of war-damaged stock and running on four-wheel bogies. These had slightly different interior arrangements, one with a kitchen, dining room, bathroom, saloon and three sleeping compartment, the other with two larger bedrooms, a lounge and guard/luggage space. These were both rehabilitated and painted dark claret in 1955 becoming the nucleus of the Western Region's Royal Train.

After a coffee break, members showed their latest acquisitions.

John Brenchley showed a sample of the very fine wood from the circular package in which King Island Brie cheese is packed. It seems to be less than one millimetre thick and could be a very useful modelling material.

Ron Fryer had a *Visitor's Guide* to the North Yorkshire Moors Railway that had been sent to him by a friend from Guisborough, near Middlesbrough.

Doug Firth, who runs *Biblio and Folio* in Fremantle, showed a book he had made for note-taking on GWR matters and which he had embossed with the words *Model Railways* in coronet font!

Barrie Peacock spoke of [but did not actually show] four Trix private owner coal wagons of the late 1960s/early 1970s that he had acquired from Maylands Model Railways. These have quite good bodies but 'orrible underframes so Barrie made the trek from Madeley [which is way up north

between Marangaroo and Wangara] to DCC Concepts at Naval Base [which is way down south] to get some Slaters underframe kits to make ‘em better. Now that’s dedication.

Copies of the Facilitation Notes distributed at this meeting are available on request.

The Group’s next meetings will be –

Wednesday	18 June	GWR Branch Line Sheds
Wednesday	24 July	GWR Small Prairie 2–6–2Ts
Wednesday	20 August	GWR Fish Traffic

N Scale Special Interest Group

It has been some time since the last report but this is due to the amount of work that has been undertaken.

The *Frans River Line* layout has had many checks made and is being kept in full operation and has seen many nights where many different train consists have been spotted. The layout remains the main layout for those who wish to come along and run any type of train. It doesn’t matter which geographical region the train is modelled on, as long as it is N gauge, you can run it.

There is a plan to make the layout ready to be used as a quick deployment layout to take to places other than just the Show. This will be accomplished by making both ends one piece each and the straight sections as one piece as well, making only four sections to move.

WesterN Ridge is finally starting to take shape with the modules at the west end nearing completion. The underlying basic scenery is fully completed and some finishing scatter has been applied with the town now taking shape quickly. Many buildings have been constructed and are now ready to place but the road surfaces need to be finished before the building placements. Ralph Cope has been hard at work putting the end together.

Meanwhile, Neill Phillips and Steve Rayner have been hard at work bringing the engine yard and the setup yards to life with power and linking them to the rest of the layout. Overcoming the endless supplies of electrical shorts is the real challenge. The two main lines are still in full operation but using them on any Friday night when it is being worked on would be impractical.

The gorge where the bridge crosses, is being carefully built by Ray Stewart and scenery has now starting to be applied. During the following weeks, the gorge will finally see a real change with the track base being placed for the side rail from the ridge end. The gorge has been a mammoth undertaking due to its size.

Due to the small numbers turning up, the construction has been slow. If you wish to come along on any Friday night and just want to run trains, please feel free as there is still *Frans River Line* available. Not everyone is in to construction so don’t be put off by the schedule reading construction night. This means that these nights are the nights that *WesterN Ridge* is being constructed and is not meant to be used for running on this layout.

British Railways Modellers Special Interest Group

The agenda topic for the April meeting was BR Diesel Multiple Unit 1–, 2– and 4–Character Headcodes.

<i>Chub</i>	25–ton 4–wheel ballast and spoil wagons built in 1979, being conversions of 250 redundant ferry vans
<i>Clam</i>	4–wheel ballast and spoil wagons built in 1989/90, being conversions of 450 redundant 21-ton coal hopper wagons
<i>Dace</i>	4–wheel ballast and sleeper wagons built in 1981/82, being conversions of 154 redundant shock absorbing wagons
<i>Limpet</i>	4–wheel 33.8–ton ballast wagons converted from redundant air–braked tank wagons
<i>Zander</i>	4–wheel 24½–ton ballast wagons converted from redundant vacuum braked mineral wagons that had previously been privately owned tank wagon underframes.
<i>Plaice</i>	22–ton ballast and sleeper wagons built in 1980, being conversions of redundant plate wagons
<i>Pike</i>	Ballast and sleeper wagons built in 1980/8, being conversions of redundant air–braked plate wagons
<i>Doorand</i>	33½ ton bogie ballast and spoil wagons converted from redundant privately owned air–braked wagons
<i>Pollock</i>	30–ton bogie ballast and spoil wagons built in 1984 using redundant bogie bolster wagons. Three conversions having drop down side doors and angled, fixed ends.
<i>Tope</i>	22–ton 4–wheel ballast hopper wagons built in 1989–91 being conversions of 7000 redundant coal hopper wagons
<i>Gunnell</i>	35–ton bogie ballast hopper wagon converted in 1993/94 from a redundant Procor wagon previously in aggregate traffic

Details of numbers built, dates of building, running numbers, etc. were given in the Facilitation Note, where known.

The Note also included an outline of the time spans of the black, Gulf red, olive green and yellow/grey [Dutch] liveries on ballast wagons, a listing of the RTR models and the known kits available in 4mm/ft scale and a list of useful references.

Copies of the Facilitation Notes are available on request.

After a coffee break, members showed their New Acquisitions.

Ron Richards showed a model of a GWR 20 ton Felix Pole end–tipping steel mineral wagon in GWR dark grey livery that had been produced as a limited edition by Dapol for Michael Martin of West Wales Wagon Works of Newcastle Emlyn, Cardigan, Wales. WWWW had arranged for two differently numbered versions of this wagon, assigned to the Ebbw Vale Steel & Iron Co. Ltd.. They were numbered 10972 and 10995, there being only 97 of the former and only 118 of the latter produced. We think Ron had one of the 97 limited edition models!

Steve Rayner had a set of four Dapol N scale BR *Dogfish* ballast hopper wagons he had acquired for £10.95. Dapol have produced this model in limited runs of 500 in 2005 and 2006, each run having a different running number, – ten runs were in BR grey livery, ten runs were in BR departmental black livery and eight runs were in BR bauxite livery, which had been sprayed to appear rusty with parts of the lettering missing. Memory seems to recall that Steve’s lot were in black livery.

Geoff Mercer did not disappoint, dragging the following from his box of tricks under the table –

- a pack of four Bachmann 38–160 BR planked 12 ton ventilated vans in bauxite livery
- one each of Hornby Gresley corridor coaches in BR maroon livery [R4261B First

<i>Dolphin</i>	40-ton bogie rail, sleeper and ballast wagons inherited from the LNER and ninety built by BR in 1950 as a BR standard wagon
<i>Sturgeon</i>	the BR standard 50-ton bogie rail, sleeper and ballast wagons, 883 built between 1951 and 1961
<i>Tench</i>	<i>Sturgeon</i> wagons converted to air-braking
<i>Hake</i>	Reconditioned and air-braked <i>Grampus</i> ballast wagons
<i>Crab</i>	<i>Lamprey</i> rebodied in 1980s with fixed sides
<i>Rudd</i>	<i>Grampus</i> ballast wagons reconditioned with 8-shoe, air-operated brakes
<i>Turbot</i>	34-ton bogie ballast wagons built by BR in the 1980s.
<i>Halibut</i>	Two 50-ton bogie ballast and sleeper wagons built in 1980
<i>Sea Hare</i>	31-tonne 4-wheel ballast wagons, similar to <i>Sea Horse</i> and <i>Sea Urchin</i> [see C below] but with drop downside doors and fixed end.
b	
<i>Mermaid</i>	Side tipping 14-ton 4-wheel ballast wagons built by Metro-Cammell and inherited from the GWR and 1189 built by Metro-Cammell for BR between 1952 and 1961
<i>Herring</i>	20-ton 4-wheel ballast hopper wagons with centre discharge only, inherited from the GWR and 50 built by BR in 1950. Also BR 20-ton ballast hopper wagons with centre discharge only, based on the <i>Mackerel</i> , 100 built in 1952.
<i>Trout</i>	25-ton 4-wheel ballast hopper wagons with centre and both sides discharge inherited from the LMS and the LNER and 113 built by BR in 1948-50
<i>Mackerel</i>	17-ton derivative of the <i>Trout</i> with reduced height sides and centre discharge only, 134 built in 1951/52.
<i>Catfish</i>	19-ton 4-wheel ballast hopper wagon with centre discharge only based the <i>Mackerel</i> design but using different materials of construction. 716 built between 1953 and 1960.
<i>Dogfish</i>	Enlarged version of the <i>Catfish</i> carrying 24 tons and having centre and both sides discharge. 1249 built between 1956 and 1961.
<i>Gannet</i>	25-ton 4-wheel ballast hopper wagons with both sides discharge only inherited from the LMS and 84 built by BR in 1949/50.
<i>Walrus</i>	40-ton bogie ballast hopper wagons with centre and both sides discharge inherited from the SR and 50 built by BR in 1954.
<i>Whale</i>	50-ton bogie ballast hopper wagons with centre and both sides discharge [stretched version of the <i>Walrus</i>]. Ninety wagons – the first air braked wagons on BR – were built by BR in 1966/67 but suffered from poor bogie design until replaced by Bettendorf style bogies
<i>Sea Cow</i>	40-ton bogie ballast hopper wagons with centre and both sides discharge and running on Bettendorf style bogies. 28 air-braked and vacuum piped wagons built in 1970 and another 251 air braked wagons built in 1981-82 with protective canopies over the end platforms.
<i>Sea Lion</i>	Air and vacuum braked version of the <i>Sea Cow</i> . 460 wagons built in 1971 and 1973.
<i>Stingray</i>	<i>Sea Lion</i> bogie ballast hopper wagons equipped in the early 1990s with an on-board generator for working in locations where a shore supply of electricity was not available
c	
<i>Sea Horse</i>	41-tonne 4-wheel ballast wagons built in 1981 with low fixed sides and higher fixed ends
<i>Sea Urchin</i>	31-tonne 4-wheel ballast wagons built in 1979 with fixed low sides and fixed ends of the same height

Steam locomotives showed the identity of the train they were heading by means of four lamp-irons [three on the buffer beam and one at the top of the smokebox], on which one or more oil-fuelled [kerosene] lamps could be positioned, their positions according to a code describing in general terms the type of train being hauled.

The Southern Railway and its successor, the Southern Region of BR, had six lamp-irons on the front of the steam locomotive, four as above and two more at the sides of the smokebox. The oil-fuelled lamps in this case did not indicate the type of train but its destination. The SR's code enabled the display of one, two or three lit lamps or white discs, the positioning of which could indicate up to thirty different routes on the SR system. Even then, some of these indications were shared by sixteen different routes! Fortunately these routes were well separated across the SR system so there wasn't really any risk of confusion.

The GWR was the first of the Big Four to have any significant number of DMUs [the so-called Flying Bananas] and they had electric lamps installed in the same positions as the lamp-irons on the steam locomotives but in reality only three indications were needed –

two lamps alight on buffer beam = express passenger train not stopping in section
upper lamp only alight = ordinary or branch passenger train
lamps alight at centre and left hand end of buffer beam = empty coaching stock.

The earliest DMUs introduced by BR [the Derby Lightweights, the Metro-Cammell Low Density Classes 101 and 111, the Cravens Class 105 units, the Derby High Density Class 116 and the Swindon Cross-Country Class 129 units] between 1954 and 1959 used this [electric lamps] method of indication of what type of train they were but there was also an indication of their destination by means of a roller blind housed in a panel above the cab front windows.

It took BR a couple of years after the first of these DMUs entered service to realise that the four electric-lamps was not ideal and that some sort of alpha-numeric display on the front of the DMUs was required. Displays of just one letter or a display of a letter and a numeral or a display of one letter and three numerals progressively met this need.

The one-character display was limited to just one DMU type, the so-called Swindon Works BR Inter-City Services, Western and Scottish Regions 3-car sets introduced in 1956. These had no destination blind but just one enormous letter about 2ft. square in a stencilled metal panel with back illumination. The letter A stood for express passenger train, the letter B stood for ordinary passenger train and the letter C stood for empty coaching stock.

By 1957, BR realised that something more was needed on the front of the expanding fleet of DMUs to give more explicit information than the four electric lamps or the single letter displays and the two-character [one letter and one numeral] display was introduced generally in 1958, although it does seem that some DMU classes did get this type of display earlier than 1956. No explanation for this anomaly could be found. The panel housing the two-character headcode was always located below the cab front windows.

The DMUs that received the two-character display were the Metro-Cammell Low Density Classes 101 and 111, the Derby Heavyweight Long Framed Low Density Class 114, the Birmingham RC&W Low Density Class 104, the Gloucester RC&W High Density Single Car Class 122 and the Cravens Parcels Car Class 129.

Surprisingly, the various Regions of BR differed in how the two-characters were displayed. The Western Region put the numeral 1, 2 or 3 first [type of train] and then a letter [A, B, C, F, H, J, T or

Z] indicating the train's divisional destination within the WR. An example was 2A = a DMU operating a stopping service between Reading and Paddington.

The London Midland Region put the letter A, B or C first [type of train] and then a numeral from 0 to 9 giving the train's destination. Like on the SR, the same numeral was used in several different, but well separated, locations within the LMR. Examples are A1 =

- a DMU operating a Euston to Watford limited stops service or
- a DMU operating a limited stops service between Buxton and Nottingham or
- a DMU operating a non-stop service between Carnforth and Heysham or
- a DMU operating a limited stops service between Holyhead and Rhyl.

The Eastern Region had a similar but smaller system to that used on the LMR and, again, the same numeral was used in different, widely separated, locations. Examples are B2 =

- a DMU operating a stopping service between York and Sheffield or
- a DMU operating a stopping service between Newcastle and South Shields or
- a DMU operating a stopping service between Leeds [City] and Hull.

By 1959, it was realised that the increasing number of diesel locomotives and DMUs could not be adequately described to railway personnel by the existing systems and the four-character display became the standard for new construction of all remaining First Generation DMUs between 1957 and 1963 and, where possible, for retrofitting to DMUs. However, it seems that none of the DMUs which had been delivered with four electric lamps display were modified to the four-character display and only a few of those DMUs delivered with the two character display were modified.

In most cases the four-character display was by way of four separate roller blinds with the characters on them, the whole ensemble being housed in a panel in the roof dome usually above the cab front windows and the destination blind being housed either just below it or in the upper part of the central cab front window. In one case [the Trans-Pennine six-car Class 124 Sets] the four-character display was below the cab windows.

The four-character display was comprised of –

the first character – a number [1, 2 or 3] indicating the type of train
the second character – a letter indicating the DMU's destination within each Region as had been used by the Western Region with its two-character displays.

- The Western Region used eight separate letters of the alphabet
- The London Midland Region used twelve different letters of the alphabet.
- The Eastern Region had a different system for each of its Sections – the ex-GNR lines used fourteen different letters of the alphabet while the ex-GER lines used sixteen different letters until May 1969, when it went away from the letter indicating a destination to a system utilising just three letters to indicate the speed of the train.
- The Scottish Region limited its use of the four-character headcode system to services from Glasgow [Central] for which they used eight different letters of the alphabet to indicate the route being taken [eg. – C = DMU service via Muirhouse Junction and Circle Lines; H= DMU service to Ayrshire Lines via Paisley Canal]

- a collection of Langley Models, made large by Kelvin to get above a threshold for free [or reduced] postage [!] and including F21 a rustic bus shelter, F24b two pillar boxes, F87 a large gibbet crane, F95 lifelabels and stands, F109 ten Guards bands men marching, F150 four rock climbers and F172a ten football supporters

quite an eclectic mixture which makes one wonder how and where Kelvin will use them!!

The agenda topic for the May meeting, BR Ballast Wagons, had been suggested by Kelvin Davis and he did not disappoint with a showing of a good selection of the main four-wheel ballast wagons built by BR itself in the 1950s.

However the topic was discovered to be somewhat greater than just those wagons and a Facilitation Note listed all the ballast, spoil and sleeper wagons inherited from the Big Four, those built by BR and the various conversions made in the 1980s.

The Note recorded that the Fishkind names by which these wagons were commonly known before the TOPS system was fully adopted [and accepted] were telegraphic names intended to avoid the use of lengthy [and possibly confusing] descriptions and were adopted by BR in the early 1950s. It also indicated the magnitude of the amount of ballast [new and old] to be handled in the complete renewal of a mile of double track – about 1900 tons of each as well as about 4250 old sleepers.

The wagons were divided into three broad categories –

- three- or four-plank open wagons [or equivalent height if of steel construction] with drop down sides [and in some cases the ends too] from which new ballast could be shovelled overboard and into which spoil could be loaded by hand shovel or by mechanical means
- hopper wagons from which new ballast could be discharged from bottom doors onto the track-bed centrally and/or at the sides
- three-plank open wagons with fixed ends and sides [these became the preferred type of wagon in the 1980s for handling new and old ballast when complete replacement of the track became more common and the process of 'deep digging' was adopted using mechanical grabs to load the old track-bed onto the wagons and to unload the new ballast.

In summary, the wagons in the various classifications were as follows –

a	<i>Starfish</i>	10-ton 4-wheel ballast wagons inherited from the GWR and eighty built by BR in 1949/50
	<i>Sole</i>	12-ton 4-wheel ballast wagons inherited from the LMS and 350 built by BR in 1949/50
	<i>Ling</i>	14-ton 4-wheel ballast wagons inherited from the GWR and 200 built by BR in 1948. Also 15-ton 4-wheel ballast wagons inherited from the SR
	<i>Tunny</i>	20-ton 4-wheel ballast wagons inherited from the GWR and 120 built by BR in 1949. Also 20-ton 4-wheel ballast wagons inherited from the SR
	<i>Gudgeon</i>	20-ton 4-wheel ballast wagons inherited from the LNER
	<i>Lamprey</i>	20-ton 4-wheel ballast wagons, 201 built by BR in 1950/51 based on the GWR <i>Tunny</i> but with removable top panel at each end and drop down lower half.
	<i>Grampus</i>	the standard BR 20-ton 4-wheel ballast wagon of which 4059 were built between 1951 and 1959 based on the <i>Lamprey</i> design
	<i>Shrimp</i>	30-ton bogie ballast, rail and sleeper wagons inherited from the LNER
	<i>Pilchard</i>	20-ton bogie ballast and sleeper wagons inherited from the LNER

Wednesday	20	[8]	Great Western Railway Special Interest Group meeting – GWR fish traffic
Friday	22	[9]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	23	[10&11]	General Activities
Tuesday	26	[12&1]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	27	[2]	British Railways Special Interest Group meeting – Chemical tank wagons running on BR metals
Friday	29	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	30	[4]	General Activities

(Continued from page 19)

Steve Rayner had bought up big at the recent ARHS surplus book sale with –

- *Great Railway Photographs* by Eric Treacy compiled by G. Freeman Allen
- *The British 4–6–0* by John F. Clay
- *English Electric Class 50s* by the Diesel & Electric Group and published by D. Bradford Barton
- *Narrow Gauge* [author not recorded]
- *Steam Alive* [A *Trains Illustrated* publication].

He also had a number of N scale vehicles produced by P & D Marsh. They were a Morris Minor, a 1949 Dennis F7 Pump Escape Fire Engine, a 1948 Ferguson TE20 Tractor, an FX4 London taxi and a Series I Land Rover.

Nic Pusenjak showed a Bachmann 3-car Class 108 diesel multiple unit in BR green with half size yellow front panels and a two-character headcode display below the cab front windows. He was reminded that only five of these 3-car Class 108 sets were built in 1958 for the North Eastern Region.

The rather similar 3-car Class 107 DMUs, of which 26 sets were in 1960 for the Scottish Region, had AEC engines in place of the Leyland engines of the Class 108 but had the later roof-mounted four-character headcode display.

Kelvin Davis dug deep in the box of goodies he had brought along and showed –

- a Bachmann 38–190 BR 10 ton Insulated Van in light blue livery
- a Hornby R6070 BR 21 ton steel mineral wagon No. 310312K [ex Airfix tooling] obtained unboxed for just £4 from Hattons
- four packs, each of 10 Bachmann metal spoked wagon wheels
- a Dapol B507 *Blue Spot* Insulfish [insulated fish van] No. E87524 in white livery [ex Hornby Dublo tooling]
- an Eckon two-aspect colour light signal

- Inter-Regional trains used seven separate letters of the alphabet to indicate the Region from which a DMU service originated or was the destination [eg. –

- E = Eastern Region [ex–GNR, GER & LTSR lines]
- M = London Midland Region
- N = Eastern Region [ex–NER lines], O = Scottish Region
- S = Southern Region
- V = Western Region and
- X = excursion and special trains

The third and fourth characters – Class 2 and Class 3 [ECS] trains – into which categories many DMU services fell – were allocated a route number, whereby all trains operating over one route carried the same number.

Each Region evolved its own variations to the standard theme for its internal services and there was such a tremendous variety of these numbers that it was only possible to give just a few examples at the meeting.

A more complete coverage is given in the Ian Allan publication *British Rail Headcodes – A Complete List of all British Railways Headlamp, Disc and Two- and Four-Character Codes*.

Class 1 trains, in which category few DMU services fell, were numbered from 00 to 99 on the Western Region, on the London Midland Region and in the GNR and NER Sections of the Eastern Region but a different system was used on the GER Section of the Eastern Region where the numbering sequence was even numbers from 10 up to 98 for down trains and odd numbers from 11 up to 99 for up trains.

The Scottish Region used the four-character headcode system only on its services from [Central] and the third and fourth characters here were used for indication of a DMU's destination [eg. 08 = Glasgow Central to Hamilton, 43 = Glasgow Central to Ayr].

Several examples of DMU models from Anbrico, Tri-ang, Trix, Hornby, Lima and Bachmann were shown with four electric lamp positions, two-character headcode display and with four-character display.

After refreshments had been taken, the meeting considered members' New Acquisitions.

Trevor Batchelor showed his Hornby model of the GWR sharp edged Flying Banana railcar No. 26 in GWR brown and cream livery with the shirt button motif. This is a mechanically improved and DCC ready version of the Lima model No. 20 introduced in 1980 and No. 29 introduced in 1998.

Mike Cazalet showed his recently acquired Bachmann OO model of the demonstration 3300 hp diesel electric locomotive *Deltic* of which 2500 models have been commissioned by the National Railway Museum. A beautiful model in a distinctive sky-blue livery with three black-edged yellow nose-end whiskers and two long side stripes which came together at a point at each end and with a very large headlight in each nose-end! In the discussion it was mentioned that some modellers in UK had questioned whether the blue colour was quite right. Of course, it is easy to check that against the preserved locomotive which is in the NRM collection but there is a subtle difference in perceived colour of a model and of the 12 inch to the foot full size item when both have been painted with the same pot of paint!

(Continued on page 22)

Programme

Explanatory notes for programme events are in the 'What's On?' article. Information regarding contact persons, etc. for Special Interest Groups is given in the 'Around the SIGs' article.

Note. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

June

Tuesday	24	[5]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	25	[6]	British Railways Special Interest Group meeting – BR Class 24 and 25 diesel electric locomotives
Friday	27	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	28	[8]	General Activities

July

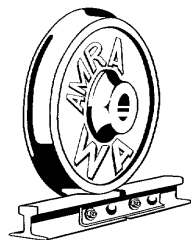
Tuesday	1	[9]	Daylighters Group – daytime meeting
Friday	4	[10&11]	N Scale Special Interest Group meeting – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. General Activities
Saturday	5	[12&1]	General Activities
Monday	7		Video Evening – if all goes to plan there will be one, possibly two new videos that you may not have seen before.
Tuesday	8	[2]	Daylighters Group – daytime meeting
Wednesday	9	[3]	DCC Special Interest Group meeting –
Friday	11	[4]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	12	[5]	General Activities
Monday	14	[6]	S Scale Special Interest Group meeting – Modelling the Guards Vans of the WAGR/MRWA
Tuesday	15	[7]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Friday	18	[8]	N Scale Special Interest Group meeting – layout construction General Activities

Saturday	19	[9]	General Activities
Tuesday	22	[10&11]	Daylighters Group – daytime meeting
Wednesday	23	[12&1]	Great Western Railway Special Interest Group meeting – GWR Small Prairie 2–6–2Ts
Friday	25	[2]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	26	[3]	General Activities
Tuesday	29	[4]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	30	[5]	British Railways Special Interest Group meeting – BR rolling stock bits and pieces [bogies, buffers, roof details, etc. etc.]

August

Friday	1	[6]	N Scale Special Interest Group meeting – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. General Activities
Saturday	2	[7]	General Activities
Monday	4		Structure Modelling with DAS and simple materials with Richard Johnson
Tuesday	5	[8]	Daylighters Group – daytime meeting
Wednesday	6	[9]	LMS Modellers Special Interest Group meeting –
Friday	8	[10&11]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	9	[12&1]	General Activities
Monday	11	[2]	S Scale Special Interest Group meeting – What project is on your modelling bench now?
Tuesday	12	[3]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	13	[4]	DCC Special Interest Group meeting –
Friday	15	[5]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	16	[6]	The Branchline assembly followed by General Activities
Monday	18		Annual General Meeting – see Members Only Supplement enclosed with this issue
Tuesday	19	[7]	Daylighters Group – daytime meeting

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 192

April 2009

Vol 32 No. 2

Frans Fatidic

Exhibition Manager's Report

Most of this years Exhibition infrastructure is already in place and approximately 65 Exhibits will be at the Exhibition, including a 13m Lego Bridge plus new retailers and new layouts.

Enclosed with this issue of *The Branchline* is a Duty Roster form and I ask all members to put their name down to help out with the various duties during the Exhibition. Please return the forms promptly.

On Saturday 9 May we will be exhibiting a layout at the Belmont Forum Shopping Centre from 0800 to 1700. I will need volunteers to help set up and run the layout during the day. Please contact me if you can help.

Please note we are trying to get an electrician to our Clubrooms to test and tag all electrical equipment but have been unable to find someone at this stage. As a result **all** Exhibitors may have to organise their own tagging but if this changes we will notify you asap.

I will be holding a meeting with Exhibitors on Tuesday 5 May 2009 at our Clubrooms starting at 1930 to explain about the Exhibition, expenses, payments and other business that might arise.

This year we will again be sponsoring the Star Light Foundation through the U Drives and hopefully will be able to get Michael Schultz to do the Weather Report on Friday night from the Exhibition.

If anyone knows of a company that would like to advertise in our Exhibition brochure please contact Ted Thoday or myself asap so we can accommodate these people.

Setting up will be on Thursday and Friday and break down is on Tuesday as per normal, full details are in this issue.

Our Management Committee has decided that, because of the cost involved, a member will have to be working at the Exhibition for at least **five hours** to be eligible for a meal voucher.

**Australian Model Railway
Association Western Australian
Branch [Inc.]**
PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
email – rosie.pearce@bigpond.com

Vice President

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Ron Fryer – 9401 3514
email – not available

Committee

Alan Burrough – 9316 1045 [work]
email – alan.burrough@det.wa.edu.au

Niels Kroyer – 9315 9635
email nkroyer@portbouvardltd.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Steve Rayner – 9379 1147
email – SteveRay@westnet.com.au

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@ca.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

Important Notice – 1 Electrical Equipment Safety Checks

Strict safety regulations require all electrical equipment and power cables to be tested and tagged for the Exhibition.

This year it is up to each Exhibitor to make sure their items are properly tagged – no in-date safety tag means the equipment **cannot** be used at the Exhibition – **don't say you were not told!!**

Important Notice – 2 Roster Forms, etc.

The Exhibition will be staged in the Robinson Pavilion at the Showgrounds, over the Foundation Day long weekend – Saturday 30 May, Sunday 31 May and Monday 1 June.

Included with this issue of *The Branchline* are a Roster Form, some hand bills and a poster. **Note** – if you receive your copy of *The Branchline* electronically the Roster Form, handbills and poster will also be sent to you electronically as printable .pdf files. Please print these off, complete and return the Roster Form, print several pages of handbills and cut each sheet into four handbills and distribute locally as requested below.

I am asking you all to put your name forward with the times you know will fit in with your other commitments. If everyone is able to take one or more slots over the three days this will make it a more even and enjoyable weekend for everyone involved in this year's Exhibition.

Please return the form by Saturday 25 April 2009 to either me at our Clubrooms, the address is on the form, or email to <rosie.pearce@bigpond.com>

We will be running a media campaign again this year but it will be very helpful if everyone can distribute handbills at work, at church, at your other clubs, in your neighbourhood mail boxes [unless they state they do not want junk mail], to your friends and maybe even to the local schools and library.

We will be running raffles each day and tickets can be purchased at the Exhibition daily.

Important Notice – 3

Identification Badges

All exhibitors both AMRA and non-AMRA, will be issued with special Identification Badges that **must** be worn at **all times whilst on duty**, including when entering or leaving the Pavilion.

Any exhibitor not wearing their Identification Badge will be required to pay the appropriate entry fee – **no exceptions**.

The Exhibition is open each day from 1000 to 1700 and AMRA staff are requested to be at the Pavilion at least thirty minutes before their duty begins, especially 0930 for 1000 start.

We need your help, please

Most Saturdays in May will be taken up with preparing for the Exhibition so please turn up as normal and do the various jobs that you are asked to do, also on 9 May we will be Exhibiting at the Belmont Forum Shopping Centre with one or two of our U-drive layouts and need some members to man this Exhibit from 0800 through to 1700 please let me know if you can help.

If we all work together we can ensure this Exhibition is as successful as last year's – but it is going to take the combined effort of **all** members to make this happen. I know you will not let us down.

Saturday	2 May	Check and count barricading parts.
Saturday	9 May	Check ticket booths, Advice Centre, etc. to ensure they are clean, and in working order.
Painted		Arrange surplus magazines in bundles, etc.
Saturday	16 May	Continue preparations
Saturday	23 May	Stow loose items in transport containers.
Thursday	28 May	Unload equipment – 0730 loading at our Clubrooms then off loading at the Showgrounds and setting up.
Friday	29 May	0830 to 2000 set-up
Saturday	30 May	Model Railway Exhibition – open to the public – 1000 to 1700
Sunday	31 May	Model Railway Exhibition – open to the public – 1000 to 1700 followed by Trophy presentation.
Monday	1 June	Model Railway Exhibition – open to the public – 1000 to 1700 followed by take down
Tuesday	2 June	0730 load equipment at the Robinson Pavilion and off load at our Clubrooms.
Saturday	6 June	Clean up Clubrooms

Some Other Matters

Rod Tonkin, for business and personal reasons, has resigned from your Management Committee and Tom Stokes has agreed to fill the vacant position until the AGM.

As the Exhibition is nearly upon us again I would like to see as many people take part in the various duties that are needed, there's more about this in the Exhibition report.

It is pleasing to see many new faces in our Clubrooms especially young people who are showing a great interest in modelling. These are modellers of the future so pass on as much knowledge as you

feel they are able to retain. It is great to see the parents getting involved as well.

I would personally like to thank the members who have taken on the responsibility of keeping our Clubrooms clean. In the near future there will be a working busy bee to clean up the front of the building, trimming the trees, etc.

The mad March sale was reasonably successful and another one will probably be held in early November which will be advertised more widely.

Moojebing market could do with more stock so if you have stock to sell at reasonable prices see the Duty Officer.

Frans Ponjee
Branch President and
Exhibition Manager

Victorian Bush Fires Appeal

The following is the text of an email from Graham Larmour, President of the Association –

We, the Federal COM of AMRA Inc. wish to thank you all for the generous support by your donations to the Victorian Bush Fires Appeal. This is a very worthy cause and the total amount donated through our State Branches and the Federal Association, who matched the largest amount donated by any one Branch, was the sum of \$4871.35.

Thank you all once again for the wonderful effort.

Frans Ponjee
Branch President

The contribution from our Branch was \$1532.90. Thanks to all those members who contributed to this worthy cause.

Ron Fryer
Branch Treasurer

What's On

Monday 1 May – Preservation Societies – UK – See some of their efforts.

This topic is to give members an insight into some of the Preservation Societies in the UK.

How they can provide the modeller with information on the prototype, how the railway was run, with current and historic information. The night will start off with an information session from your Management Committee and other members who attend. We will then look at some pre-chosen Societies and then we will take suggestions on the night that will help the attending members.

We will be staying on the topic and if there is interest in visiting other Preservation Societies from around the world then this will be scheduled in the programme for another month. Please do not try and use these meetings as a lesson on using the internet and your computer. Should there be interest in this then it will be considered for another general meeting.

Monday 1 July – Checking out your Locomotive – what to check and how.

This topic is to try and share between those members attending, their ideas and practice on keeping their locomotives working in tip-top form. If you have any locos giving you trouble then this would be a very good meeting to bring it or them to and see if there are any good ideas to help fix them.

There will be information from your Management Committee – they should be recovered from the Exhibition. If you also want to share information that you have found out then this will be a good time to do it. Also, if you have a query about anything then the vast knowledge which will be available from the attending members will surprise you.

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

From the Editorial Desk

The Branchline – June issue deadlines. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 23 May – for routine material and Saturday 6 June – for exhibition reports please. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 22 May or 5 June
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 23 May or 6 June
- For items transmitted electronically via email – 1800 Saturday 30 May or 6 June email address is mandtt@ca.com.au – please use subject heading The Branchline.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on **Saturday 20 June** – will include exhibition reports and AGM material.

Please note the intended dates for *The Branchline* publication for 2009:

Editorial deadline		Assembly, etc.
August	Saturday 1 August	Saturday 15 August
October	Saturday 26 September	Saturday 10 October – will include Minutes of 2009 AGM
December	Saturday 21 November	Saturday 5 December

Ted Thoday

A Tribute To John Neville, 1912–2009

In the December 2008 issue of *The Branchline* Frans Ponjee made a reference to the generosity of John Neville in donating a quantity of books, magazines and model railway equipment to our Branch as he, at the age of 96, was moving from the marital home in Applecross to an aged care facility to be with his wife Nora, who had been moved to that aged care centre a year or so earlier.

John joined AMRA somewhere in the late 1970s but to my knowledge did not come frequently, if at all, to our Branch Clubrooms. As I live close by and was, at the time, the nearest Committee member, he had become used to contacting me whenever an AMRA matter arose and that is how I became involved in being the intermediary whenever he felt inclined to donate to the Branch. I collected the donated items referred to above in September and John moved to the aged care facility soon after. Around Christmas 2008, his neighbour in Applecross, who was helping John's sister to prepare the Applecross house for sale, rang me and told me that there was some more 'stuff' that might be of interest to AMRA.

Wow! Was it of interest!! It included original letters from Roye England, of Pendon Museum fame, to John and these have been offered to the Trustees of Pendon. Their friendship stemmed back to about 1920 when John's mother used to visit Roye's mother Violet in West Perth. Roye, who was some sixteen years older than John, had a large Gauge 1 or Gauge O garden railway, which naturally attracted the attention of the young John Neville. He recalled he was about eight years of age and being told by the very serious 24-year old Roye England "Don't touch the trains!"

Roye sailed off to England in 1925, only to return once to Perth in the mid 1930s, but John's railway interest developed independently with the creation of the Gauge O 'L.M.S.R.' model railway in a room and the back yard of a church facility in St. George's Terrace, possibly close to St. George's Cathedral.

This model railway was apparently a simulation of the real LMS for the layout included a Euston to Crewe main-line [all of six feet in length or thereabouts!] and thence to Glasgow with a 'branch line' to Liverpool. John maintained a meticulous monthly record of progress in developing the layout between March 1933 and September 1934, as well as comprehensive record cards for all the locomotives, coaching stock and freight stock on the layout, all signed off by the CME [John Neville!]. Some of his railway modelling friends mentioned in these documents were Jack Stanbridge [of 285 Lord Street, Perth], W. Grigg, F. Tough [of Tisco, the instrument maintenance company in Subiaco] and Jim McKenzie. The 'L.M.S.R.' was aborted in September 1934; most being sold to F. Tough, and John went on to complete a Bachelor of Engineering degree at UWA.

Soon after graduation, John went off to England and gained employment with the De Havilland Aircraft Company, where he became an expert in propeller design. So much so that he was man-powered out of joining the RAF at the outbreak of WW2. Indeed at the end of WW2, when John wanted to return to Australia to the Australian aircraft factory at Fisherman's Bend, none other than Sir Geoffrey De Havilland told him "I'm not going to let you go", as if he was some sort of asset owned by De Havilland!

Anyway, De Havilland decided to set up in Australia and sent John out to Sydney to manage the Branch Office. During his thirty year stint in Sydney, John married Nora and for a long time they lived on a classic wooden sailing yacht. John retired in the late 1970s and they returned to live in WA when he joined AMRA and started to build a OO model railway which, like many started late in life, was not completed.

I discovered that Nora had died last November and I visited John at the aged care facility in mid-January when we had a long chat from which much of the above saga has been recalled. John's

sister, Anne, contacted me in early February to collect even more 'stuff' that had been located in the final stages of preparing the Applecross house for sale and when I told her that I thought I might visit John on that day, she advised against it as he was in very poor shape. The nurse at the facility confirmed this and he died that very afternoon. I was honoured to be invited to the private funeral of a very fine gentleman.

Alan Porter

The Victorian Bushfires – 1

from Ian Wood

As many of you may be aware Fran and I moved to rural Victoria a little over twelve months ago. Having spent our childhood there we had a reasonable knowledge of the State and decided that we would start looking for a small acreage with character cottage in the Yarra Valley.

Top of the list and the first place we looked was Marysville. Nothing could be found that fitted the criteria, although five acres with modern house was located nearby in Buxton with even a large shed that would make a perfect train room, however it was over budget. I must admit to being a little disappointed not any more, both towns are now gone. Thank you to our guardian angels.

For a week we searched the Yarra Valley without finding the dream house, so we turned our attention to Gippsland and spent another week in the hunt finally finding the perfect place albeit on a quarter acre and only seven years old [bonus though, no maintenance required] on the edge of Warragul 103kms east of Melbourne.

On the day of the fires all hell broke loose. Although we were never under direct threat, it was very scary, the sky became dark and the sun through the smoke gave an eerie orange light to everything. Chunks of black bark and burnt leaves fell from the sky in our yard, even though the closest of the bushfires was ten kilometres away in Bunyip State Forest. Warragul did experience some paddock grass fires and the highway and rail line was closed, effectively cutting us off for approximately twelve hours.

A fellow modeller in the Victorian N Scale Collective lives in Callignee [a town no-one had ever heard of before this] and heeded warnings in time to collect his rolling stock, [another advantage of N Scale], a back up hard drive, photo albums, a slab of VB, oh, and his wife and kids and got out. He lost everything else, including the shed that was to become his train room.

The VNCS, of which I'm also a member, have presented him with a sizeable cheque, as well as donations of cash and toys for the kids from individual members. The bond of modellers is truly amazing, which brings me to the real point of all this. Our Editor, yes, I'm still a member of AMRA although technically belonging now to the Victorian branch, has allowed me to use *The Branchline* to thank again those friends at AMRA WA who phoned or emailed to make sure we were safe and well during the fires.

Fran and I were quite overwhelmed. Thank you.

Ian and Fran Wood.

Editor's Note. The two photographs below were taken from the front and back of Ian and Fran's home about 1700. The light level was so low that the camera activated its flash – the white flecks are flying ash. Although the horror of the colour photographs will not reproduce too well in grey scale

I've put them in to give some indication of what Ian describes above. If you want to see the photographs in colour log on to our web site and see the current edition of *The Branchline*.



LNER Special Interest Group

There appears to be some interest in starting an LNER SIG in similar form to the current GWR LMS and BR groups currently holding regular meetings

An Initial meeting for any member interested in looking into anything from the Gresley/Thompson/Peppercorn [and others] side of things, is planned for **2000 Wednesday 6 May** at our Clubrooms.

Now that the LMS Group is only meeting on the first Wednesday of the even numbered months then this Wednesday of odd numbered months is free for an LNER SIG.

This will be an informal get together to gather ideas etc. and to run some LNER trains.

So come along with a train or two and some ideas.

See you there, Steve Rayner

Literary Lines

We've recently received a copy of *Burnt Journal*, the newsletter of the Greater Vancouver Garden Railway Club and *The Garden Whistle*, the newsletter of the Christchurch Garden Railway Society of New Zealand – both are in the Reading Rack.

We've spent many hours sorting out the surplus magazines, etc. and these will be sold at the Exhibition, there are some good bargains, come along early, first in, best dressed.

Library - on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Chris Paterson
Branch Librarian.

Around the Layouts

Haltwhistle. The layout is running well and is very busy on Saturday afternoons. We are currently having a few problems with the controllers but hopefully by the time you read this we hope to have new ones, which are being built by the crew of Haltwhistle.

Tom Stokes
Layout Supervisor

Around the SIGs

British Railways Special Interest Group's January meeting.

For over a hundred years the movement of livestock, particularly cattle, by rail was the only quick and easy way by which farmers could send their stock from farm to market and vice versa. To this end, cattle wagons were an early feature of rail traffic and they remained a significant part of the British railway scene up to the inter-war years.

However, as road vehicles became more plentiful, a trend which started with surplus WW1 army lorries and continued with surplus WW2 vehicles, movement of cattle by road was able to provide a genuine farm-to-market service, which the railways were hard pressed to match. Not only was there after WW2 a general decline of freight traffic but British Railways also made a conscious decision in the 1950s to opt out of the general livestock business. BR soon found itself, like its predecessors, faced with a surplus of cattle wagons and although some were deployed to other duties, such as to empty beer barrel traffic and to broccoli traffic from Cornwall, most of the surplus wagons were scrapped without much ado. In 1975 the National Railway Museum just managed to claim the last two still in traffic, to add to the National Collection.

A full set of facilitation notes are available on request.

After a break we followed with –

New Acquisitions

Geoff Mercer showed several items, the first two being buses –

- A Corgi Classics East Lancs. Myllemium Lowlander – Ipswich Buses Centenary Double Decker
- a Scania Omnicity single-deck Ipswich Buses

The rest of the items were all rail-orientated as follows –

- Bachmann 31tonne OCA dropside open wagon in Railfreight red
- Bachmann 34ton PNA ballast/spoil 5-rib wagon – Railtrack
- Bachmann 80ton GLW BDA bogie bolster wagon in Railfreight colours
- Bachmann 45tonne TTA tank wagon unbranded [gas oil] in black
- Hornby EWS/DB Schenker Class 60 diesel-electric locomotive in pale blue and called *Teenage Spirit* in aid of the Teenage Cancer Trust
- Bachmann 12ton BR planked ventilated van in bauxite [late]

Alan Porter showed the latest edition [6th] of Ramsey's British Model Trains Catalogue [Our Branch Library will have its own copy of this catalogue, for reference only, by the time you read this].

Alan then showed two DVDs from British Railway Modelling magazine –

- a 2-disc pack *Right Track No.10 – Terrific Trackwork* and
- a single disc *Vol.1 – No.2 The Right Track to Pendon*

He then showed several books –

- *British Railway Modelling – No.1 – Lineside Buildings*
- *British Railway Modelling – No.2 – Scenic Modelling*
- *British Railway Modelling – No.4 – Scratch Buildings*
- *British Railway Modelling – No.5 – Model Railways the easy way*

Gordon Bramwell showed an edition of the *Derby Evening Telegraph – Bygones Weekly*. This edition was a Railway Heritage Special.

Trevor Batchelor showed a book *An Illustrated History of London Buses* by Kevin Lane [Ian Allan] ISBN0-7110-2516-9

Doing Things –

Steve Rayner showed a Parkwood kit Warwell wagon that he had put together and painted. It now awaits decals. Very petite and very nice.

Nobody else appears to be making anything, well not that they could bring in and show.

British Railways Modellers Special Interest Group

The subject for the February meeting was the Class 5 4-6-0 Black Five locomotives built by British Railways. However, if we adhere to this subject title 100%, then BR only ordered and built two! This meant that by 2000 we could have all gone home, subject finished. Our facilitator wisely decided to include those ordered by the LMS in 1947 but not built before Nationalisation on 1 January 1948 and consequently were built by BR between 1948 and 1951. To give a potted summary of Black Five construction may help.

Of the 842 Black Fives ordered by the LMS –

- 472 were built between 1934–1938 by Crewe Works, Vulcan Foundry and Vickers–Armstrong.
- 270 were built between 1943–1947 by Crewe, Derby and Horwich Works.
- 100 were built between 1948–1951 in the BR era at Crewe and Horwich Works. Of these 100, 78 were fitted with Walschaerts valve gear and 22 fitted with Caprotti valve gear.

The two locomotives ordered in 1951 that were purely BR, were for further experimentation using an improved Caprotti valve gear.

For a fuller, detailed history of all the Black Fives refer to the facilitation notes available on request.

After a refreshment break we continued with –

New Acquisitions –

Ron Fryer showed the 2009 Model Spares catalogue. Sometime ago the business of Model Spares, Burnley, UK closed due to the retirement of the owner and the business was eventually sold to a family concern in St. Albans, Herts, UK. The business has now reopened and lots of Hornby [incl. Hornby–Tri–ang and Tri–ang] spares from Margate and China plus Dapol spares are listed, all at reasonable prices. Ron also showed three books that he has bought on our Branch's behalf to replace those 'borrowed' and never returned many years ago, from the library. They are –

- A Pictorial Record of GWR Absorbed Engines by J.H. Russell [OPC]
- A Pictorial Record of GWR Engines – Vol. 1 by J.H. Russell [OPC]
- A Pictorial Record of GWR Engines – Vol. 2 by J.H. Russell [OPC]

These books are **not** for loan but for reference only.

Ron Richards showed the new Bachmann Catalogue and Magazine that he gets as a Bachmann Club member.

Geoff Mercer showed two Heljan bogie flat wagons CARGOWAGGON, one included a set of steel pipes as a load. He then showed the almost obligatory Oxford Diecast vehicles as follows –

- A LNER Scammell Mech–Horse and van–bodied trailer.
- A set of 2 extra LNER van–bodied trailers.
- A BR Scammell Scarab and van–bodied trailer.
- A set of 2 extra BR van–bodied trailers.
- A Heavy Haulage Scania Truck *H.C. Wilson* with an 8–axle low loader.

[Scribes comment – we really have been spoilt these past few years for scale model vehicles at very, very reasonable prices. Some of us have more vehicles than space on the layout on which to put them. However, I digress, back to Geoff Mercer.]

Geoff next showed an EFE vehicle – a Trader 2–axle flatbed *Bass Worthington* complete with barrels.

His next items were –

- Hornby [R6398] Car Transporter [single deck] plus 3 ScaleAuto vans.
- 2 x Hornby [R6397] Car Transporters [Dble–Deck] includes eight cars, four on each.

A.N. Other – [He did not wish to be identified in case SWMBO found out] showed a Hornby [R2712] BR Drummond Class T9 4–4–0 locomotive. In spite of it being LSWR in origin, it really is a beautiful model.

Alan Porter showed a book and a latest magazine –

- *The Book of the Deltics* by John Jennison [Irwell Press]
- *Modern Locomotives Illustrated* No. 174. This is the first issue of the diesel era replacing

(Continued on page 14)

Programme

Explanatory notes for programme events are in the 'What's On?' article. Information regarding contact persons, etc. for Special Interest Groups is given in the 'Around the SIGs' article.

Note. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

April

Saturday	11	[7]	Easter Saturday – <i>The Branchline</i> assembly followed by General Activities
Monday	13	[8]	Easter Monday – S Scale Special Interest Group meeting –
Tuesday	14	[9]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Friday	17	[10&11]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	18	[12&1]	General Activities
Tuesday	21	[2]	Daylighters Group – daytime meeting
Wednesday	22	[3]	Great Western Railway Special Interest Group meeting – GWR 2–6–0 Moguls
Friday	24	[4]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	25	[5]	ANZAC Day – General Activities
Monday	27		ANZAC Day Public Holiday – no meeting
Tuesday	28	[6]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	29	[7]	British Railways Special Interest Group meeting – Operational Trackside signage

May

Friday	1	[8]	N Scale Special Interest Group – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. General Activities
Saturday	2	[9]	General Activities
Monday	4		Preservation Societies – UK – See some of their efforts. [see What's On article in this issue]
Tuesday	5	[10&11]	Daylighters Group – daytime meeting

Wednesday	6	[12&1]	Proposed LNER SIG meeting [see separate article on this issue] plus General Activities
Friday	8	[2]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	9	[3]	General Activities
Monday	11	[4]	S Scale Special Interest Group meeting – Weathering especially for the WAGR/MRWA Simon Mead, Kieran Wright et al.
Tuesday	12	[5]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	13	[6]	DCC Special Interest Group meeting – venue to be advised
Friday	15	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	16	[8]	General Activities
Tuesday	19	[9]	Daylighters Group – daytime meeting
Wednesday	20	[10&11]	Great Western Railway Modellers Special Interest Group meeting – GWR Passenger Brake Vehicles including Full Brakes
Friday	22	[12&1]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	23	[2]	General Activities
Tuesday	26	[3]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	27	[4]	British Railways Special Interest Group meeting – Transportation of motor vehicles on BR
Thursday	28		Load equipment at Clubrooms and unload equipment at Pavilion
Friday	29		0830 to 2200 set-up and transport remaining equipment.
Saturday	30		Model Railway Exhibition – open to the public – 1000 to 1700
Sunday	31		Model Railway Exhibition – open to the public – 1000 to 1700

June

Monday	1		Model Railway Exhibition – open to the public – 1000 to 1700 followed by take down
Tuesday	2		0830 load equipment for about two hours at the Robinson Pavilion.
Wednesday	3	[5]	LMS Modellers Special Interest Group meeting – Modelling the contribution of the Midland Railway to the LMS

Friday	5	[6]	N Scale Special Interest Group – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. General Activities
Saturday	6	[All]	Stow Exhibition infrastructure, etc. – Clean up Clubrooms
Monday	8	[7]	S Scale Special Interest Group meeting – Bring and show your most recently assembled model. Problems and solutions to common modelling problems. Train running on <i>Swan View</i>
Tuesday	9	[8]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	10	[9]	DCC Special Interest Group meeting – AMRA Clubrooms
Friday	12	[10&11]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	13	[12&1]	General Activities
Tuesday	16	[2]	Daylighters Group – daytime meeting
Wednesday	17	[3]	Great Western Railway Special Interest Group meeting – GWR Horse Power
Friday	19	[4]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	20	[5]	The Branchline assembly followed by General Activities
Tuesday	23	[6]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	24	[7]	British Railways Special Interest Group meeting – BR Class 44, 45 and 46 Diesel electric locos [Peaks]
Friday	26	[8]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	27	[9]	General Activities

(Continued from page 11)

the old Locomotive Illustrated magazine which dealt basically with steam locomotives and finished at issue No. 173.

He also showed a Bachmann 31–212 LMS Patriot 4–6–0 in LMS Crimson No. 5541 *Duke of Sutherland*. These new models really are something special.

Doing Things –

Geoff Mercer showed how he is making loads for his bogie flat wagons from timber, aluminium tubing and steel rods.

Steve Rayner is still working on his Gresley brake coaches. One is painted in Carmine and Cream and the other [LNER Teak] he is still experimenting with.

British Railways Modellers Special Interest Group

The March meeting was a Bring, Run and Tell evening, so we started straightaway with the running.

Terry Emmerson – kicked off the evening with an N Scale passenger train comprising a Graham Farish Class A4 4–6–2 No. 60025 *Falcon* in BR Green, pulling six Mk.1 Graham Farish coaches as follows – two first/brakes, two buffet coaches and two all firsts.

Steve Raynor – keeping with N Scale, he showed a diesel hauled freight consisting of a Graham Farish BR blue Class 37 37417 *Highland Region* pulling an N Gauge Society [kit] WELTROL bogie wagon including a transformer load, two Parkside Dundas bogie bolster E wagons complete with timber loads, a Peco long-wheel base open wagon with timber load, a Parkwood kit-built WARWELL wagon with backhoe as load, a Peco container flat at each end, as spacer wagons, for an N Gauge Society bogie bolster D wagon with an extra long girder load, two more N Gauge Society bogie bolster D wagons, one with small girders as a load, the other with pipes as a load, an N Gauge Society TRESTROL wagon with a large pipe as load, a Peco 18ft flat wagon, and a Minitrix BR standard brake van.

His second train was a Graham Farish Class 25 diesel locomotive 25326 pulling four empty Dapol DOGFISH ballast hoppers with an N Scale Society brake van.

We now changed scale to 4mm scale OO gauge.

Kelvin Davis – was next and he showed a diesel-hauled cattle wagon train. The highlight of this train was the Inter City Models kit-built Diesel Brake Tender at the front of the train. An item of rolling stock quite common in the 1950/60s but not very often modelled. A Silver Fox kit-built Metro-Vick Type 2 [it became Class 28] diesel locomotive, powered by a Bull-Ant motor, pulled two Parkside Dundas kit-built cattle wagons, three Bachmann cattle wagons, one Dapol [ex Airfix] kit-built cattle wagon, one Dapol RTR cattle wagon, two old Hornby [Thomas type] cattle wagons and a Hornby brake van.

Geoff Mercer – ran two trains, the first was pulled by a Bachmann OO Class 66/7 *Blue Lightning* consisting of vans and wagons, all of which were Bachmann and all in Railfreight livery as follows, two VDA vans [2-door], two VDA vans [1-door], two VDA vans [3-door], two VDA vans [4-door], two OBA open sided wagons, two bogie bolster wagons, two OCAs, and a BR Brake van. His next train was a Bachmann Class 170 DMU 3-car set in Anglia ONE livery.

Trevor Batchelor – showed a passenger train led by a Hornby Merchant Navy Class 4–6–2 locomotive *Port Line*, hauling five Mainline coaches as follows. Brake second, three full seconds, a further brake /second, and one Hornby Maunsell composite.

Nick Pusenjak – ran a passenger train also an exact replica of the train shown on page 73 of the Derek Huntriss book *Green Diesel Days*. It was pulled by a Lima Brush Type 2 [D5500], then a Hornby carmine/cream brake/second, a Bachmann Thompson all first, a Hornby buffet coach, a Bachmann all first and a Bachmann brake/second.

Gordon Bramwell – his theme for the evening was three generations of DMUs. His first was a Hornby Class 110 3-car set in blue/grey, followed by his second being a Hornby Class 142 2-car Railbus [Leyland chassis] Pacers, in Northern Spirit colours. His third DMU was a Bachmann Class 168 3-car set in Chiltern Railways colours.

We then had a break for drinks etc. before resuming with –

New Acquisitions –

Ron Richards – showed a new book *The Western's Hydraulics* by J.K. Lewis [Book Law Publishers] £25.00.

Geoff Mercer – showed the following locomotives and rolling stock, all in OO gauge and all Bachmann –

- Class 66 diesel in GBfr colours, DCC fitted and complete with sound.
- Class 170 DMU in Anglia ONE livery two x 100ton bogie tank wagons TEAs [one ESSO grey and one GULF grey]
- Club Ltd Edition Class 08, 08484, blue *Capt. Nathaniel Darrell* [he was the Governor of Landguard Fort, Felixstowe].

Terry Emerson – two items were shown by Terry –

- Graham Farish N scale Class A4 4–6–2 Falcon No. 60025 steam locomotive and
- Nucat N scale white metal kit–built body on a Graham Farish chassis of a steam railcar [LNER].

Doing Things –

Steve Rayner – showed a Mill Lane Siding N scale kit pack of three BR shock open wagons with sheet rail that he is assembling.

Nick Pusenjak – showed the Lima OO Brush Type 2 diesel locomotive that he had titivated up to bring in tonight.

Kelvin Davis – showed his mould for a diesel brake tender but it has its faults so Kelvin is improving it with a view to selling kits of them – more on this subject in the coming months. He also showed the cattle wagons that he is lettering but has some reservations as to just where the lettering should go exactly.

Thanks to all who brought trains etc in tonight.

Great Western Railway Modellers Special Interest Group.

The subject for the February meeting was the GWR's locomotive and brake van lamps.

After 1923 the GWR, like another two of the Big Four namely the LM&SR and the L&NER, adopted the locomotive head codes which had been in use for most of the railways of Britain before 1923 – it was only the Southern Railway which persisted with a system which was route orientated rather than train class orientated.

As regards GWR brake van lamps, these were different to the locomotive lamps. Drawing No. 87143 covered them, whereas Drawing No. 123877 covered the headcode lamps. A fuller explanation is given in the facilitation notes available on request.

Our normal tea and coffee break was next followed by –

New Acquisitions –

Ron Fryer showed a small torch that he had acquired from the \$2 Shop. It has a swivel headlight, is free-standing and uses two AA batteries. Very useful when working under the layout or other places with limited room.

Steve Rayner showed the Oxford Diecast model in N scale of the Routemaster double deck bus and also a model of a Mechanical Horse rubbish truck in 4mm scale from the same manufacturer. His next model was a CLASSIX [4mm scale] Jen-Tug plus trailer with head and tail boards [*Corona Soft Drinks*].

John Brenchley has ordered various N scale wagon kits of other Groupings to fulfil the request of the Clearing House for the Big Four to use common wagons. To help him in this research he has bought, and showed, a book called *A Pictorial Guide to Southern Wagons and Vans* by Terry Gough ARPS [Kestrel].

Alan Porter showed his new model of the Bachmann Patriot 4-6-0 locomotive in LMS maroon. Very nice.

Doing Things –

Ron Richards is persevering with his point making and showed the latest two to appear from the workshops. He admits that he is learning and improving more with each point. Well done Ron.

Doug Firth showed the chassis of his Airfix 0-4-2T loco that had given up the ghost. It would appear that the teeth on the cog on the drive axle have worn badly and he was asking how he could replace the cog. Ron Fryer gave him the new address of Model Spares in the UK [catalogue on the clubroom notice board]. They sell the complete replacement Dapol chassis for £12.00. Much easier than fiddling with replacing cogs.

Roger Solly showed the 12v Speed and Light Controllers that he has made up for Paraquad Ind. at Shenton Park. These controllers give the necessary pulse that will start old and new locomotives alike. They are available in kit form from Altronics at \$16.00 each.

John Brenchley showed three kits, from the 2mm Scale Society, of Iron Minks that he has finally made up. Excellent!

Alan Porter showed the contents of his Wills Water Mill kit. Rumour has it that he is now looking for a suitable building contractor.

Great Western Railway Modellers Special Interest Group.

As our normal facilitator is on leave in deepest China, it was appropriate that the March meeting was a Bring, Run and Tell evening so we got straight into it.

Steve Raynor – was first tonight and his trains tonight were all N-scale. His first train was a 45xx Class 2-6-2T Prairie [rectangular tank] pulling a loaded coal train of fifteen wagons and a Toad brake van as follows – Immediately after the locomotive was a Graham Farish bogie wagon, three Dapol 20ton LOCO wagons, two 8-plank Minित्रix wagons, two Parkside Dundas 20ton private owner BLAENAVON wagons and the Graham Farish TOAD brake van.

Steve's second train was a Bachmann Class 8750xx Pannier [9643] locomotive plus a Dapol B-Set coaches.

Roger Solly – was next with his O-scale stock. His first train was a goods led by his scratchbuilt [vegetable oil can] Barnum Class 0–6–0 tender locomotive pulling three open wagons [a 3–plank, 5–plank and a 7–plank with a tarpaulin rail], an Iron Mink van, two open wagons [a 5–plank and a 4–plank], five private owner flat stone wagons, a joined pair of MITES with timber load, an empty milk van [ex–London] and a 25ton, 6–wheel TOAD brake van.

Roger's second train was a Queen Class 2–2–2 tender locomotive [1130 Gooch] followed by four 4–wheel coaches [two all thirds, one first/second, and a brake third]. The locomotive's motor was originally a reject mode motor from a video player.

John Brenchley – brought in a demo board [approx 1metre long] on which to run his train as it was all wheeled to 2mm finescale standards. His train consisted of a Graham Farish 8750xx Class Pannier tank that he had altered to 2mm finescale followed by a MACAW B etched nickel–silver kit wagon [2mm Scale Association], a Chivers open C wagon, a 2mm Association V4 van, an Iron Mink van, a LORRIOT K well wagon [N Scale Society kit], a MINK C van [Parkside Dundas kit with a replacement etched chassis], a MACAW B bogie wagon, and Iron Mink van [2mm Association kit], a Mink A van and a Graham Farish 4–wheel TOAD brake van.

We then adjourned to the Meeting Room for refreshments before continuing with –

New Acquisitions –

Ron Richards – brought in a Bachmann 8ton Cattle wagon. He bought four from Hattons in the UK for £24. He also showed a book *Private Owner Wagons [A Seventh Collection]* by Keith Turton (Lightmoor Press) £19.95.

John Brenchley – brought in three books on wagons that he had bought on EBay, if I remember rightly –

- *An Illustrated History of Southern Wagons – Vol.4.* [OPC]
- *An Illustrated History of Midland Wagons – Vol.1.* R.J. Essery [OPC]
- *An Illustrated History of Midland Wagons – Vol.2.* R.J. Essery [OPC]

Doing Things –

John Brenchley – is assembling a nickel-silver kit [produced by a member of the 2mm Scale Association] of a MACAW B bogie wagon – absolutely exquisite!

So ended a rather quiet evening as far as the GWR SIG goes.

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Richard Johnson	9455 6421
Large Scale	Jim Gregg	9298 9442
Great Western Railway Modellers	Roger Solly	9444 7812
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

Membership Matters

Things are really starting to happen at our Branch from both the point of view of modelling and preparation for the annual Model Railway Exhibition. Those who come to our Clubrooms regularly will see things are not at a stand still at all. Please consider what you can do to help at our Branch and the annual Exhibition.

The following people have joined our Association since the last issue of *The Branchline*. I would, on behalf of our members and the Management Committee, welcome you. You will find us a friendly group and even though you have just joined our Association you are welcome and encouraged to join in the activities as you wish. Our annual Exhibition is a good way to get to know a lot of people so please consider helping where you can.

David Tidman	KOONDOOLA	G One O HO OO N
Andrew Hadfield	WARWICK	HO/OO
John Wilson	BAYSWATER	
Tarquin Beckett-Cooper	ARMADALE	

To all our members please consider what you can do in order to make this year's Exhibition run and be a success that it can be. I am reliably informed that there are a number of new layouts at the year's Exhibition; so many hands will make light work.

John Maker
Membership Registrar

From the Scribe's Quill

Meeting No 319 – February 2009. The major items of business dealt with at this meeting were -

- Frans advised that arrangements for the Exhibition were progressing well with over thirty layouts anticipated. Many of those would be new to the Exhibition. Advertising has been discussed with Channel 10 and will cost around \$11000. The Branch has committed to a display at Belmont Forum on 9 May as part of the advertising effort.
- Ron Fryer advised that the Federal Committee has decided to increase annual fees to \$28. Federal Committee has been contacted to provide financial reports to ascertain the reason for the increase.
- Niels Kroyer volunteered to develop a fixed assets register for the Branch. He will be contacting Layout Supervisors for assistance to catalogue all the Branch assets for insurance and taxation purposes.
- Alan Burrough queried how the Branch could adequately protect our library assets. Although some work is being done on locking away videos and DVDs, the sheer number of books and magazines mean that we have to rely on members' honesty to protect those assets.

Meeting No 320 – March 2009. The major items of business dealt with at this meeting were –

- Neill Phillips advised that the Federal Committee had decided to hold AMRA's 60th Anniversary celebrations in Melbourne over the Easter holiday period in 2011. The organising committee has requested early advice of numbers that might attend to

make decisions about activities, venues and the like. Could anyone interested in attending let the Secretary know on 9243 4664 or email c-nphillips@bigpond.com as soon as possible. The Federal Committee has asked for an indication by 10 Apr 09!!

- The March Madness sale held 14 March was so successful that the Committee has decided to hold another sale in November.
- Frans' Exhibition report indicated that several layouts have pulled out and thus the floor plan has been recast. Television advertising has been paid for and there will be some filming work done in the very near future at the Branch to produce the ads. He has also hired a caravan for the Exhibition, given that there was no response to his request in the last issue of The Branchline.
- Rod Tonkin has had to resign from the Committee due to business and family commitments. Tom Stokes has agreed to fill the vacancy until the Annual General Meeting in August 2009.

Management Committee Submissions. The Management Committee frequently receives items for consideration shortly after a Committee meeting has been held. This means that these items do not get considered until the next Committee meeting up to four weeks later. In an effort to resolve this problem we publish the deadline date for submissions to be received by the Branch Secretary. Items can be posted to the address on page 2 of this issue or placed in the Secretary's pigeon hole.

The **Submission deadlines** are –

Submission deadline	for	Committee meeting
18 April		23 April
16 May		21 May
20 June		25 June
18 July		23 July

Vinyl and Slides

Following the publication of the article titled *VHS Tapes and DVDs* in the February issue of *The Branchline* I was asked if there was similar equipment for dubbing vinyl records to disc.

I am aware of one – the USB Output Turntable PSLX300USB manufactured by Sony, RRP \$299.00, and comes complete with the necessary software.

According to the information on Sony's web site this is a conventional turntable able to play 45 and 33RPM records and import the music into your computer and create MP3 files.

For more information and detailed specification go to www.sony.com.au/homecinema/catalog/product.

I was asked a similar question regarding scanning 35mm slides and saving them on the computer.

The Epson Perfection V200 Photo is a fairly conventional flatbed scanner for up to A4 size documents. It comes with an attachment that fits on the flatbed and holds up to four 35mm slides. The output is sent to the computer via a USB port/cable.

The scanner comes with the necessary software which, for want of a better description, gives 'photoshop' type functions that allow, among many other functions, the restoration of colour, removal of dust from originals, etc. There is an online user guide.

I purchased one of these a few months ago but have not had the time to try it out at this stage but all the indications are that it is easy to use.

Full specification, etc. at www.epson.com.au/products/scanners. The RRP is \$250.00.

In both these cases you may find you can obtain them for less than the RRP from major outlets.

The Victorian Bush Fires – 2

Former long serving Branch members Ian and Fran Wood live very close to the area devastated by the fires. Ian provided some photographs of some of the damage to the Yarra Valley Tourist Railway which operates out of Healesville.

Ian explains the YVTR is a volunteer group struggling to restore part of that now closed branch line. It is believed [mid-February] that their base in Healesville was OK but further out along the line a different story as these photographs show.

The website <http://photosbymatt.fotopic.net/c1650090_1.html> has more photographs mostly at Yarra Glen on the same line.

[Editor's Note. The following text was taken from an email by Steve Huntley, President of the Yarra Valley Tourist Railway. It is about the first three days of the firestorm, I have not received any further information but anyone involved in the railway preservation field will appreciate the loss and the work required to repair all the damage.]

Thank you for your concern mate and to say the least the last three days have been straight from hell for us and we are still in danger at the Healesville end tonight for the third time in as many days. The disaster so far

We have lost five of the six bridges including the heritage listed Yarra River Bridge from almost the start of the straight as Gas Works curve which is where the road veers away from the railway, right through to the Melba Hwy including the station yard has been destroyed by fire. Yarra Glen Station building survived by YVTR member Burnie Bragg, who has lived at the station since it was last set on fire in 1998, fought the fire and embers away from the building until the CFA arrived to put out the hot spots including to the trolley shed at the Down end of the yard. All of our shed our Bridge Gang shed know affectionately as the "Snake Pit" for very good reasons, has been levelled and a majority of our serviceable sleepers and timbers are gone in the yard. The pictures attached speak for themselves and brought a lot of us to tears when we first viewed the damage in full.

We were then stuck by a second fire front at Tarrawarra which appears to have come over the hill from where the Tarrawarra Hilton is to be built. We lost bridges 20 and 21 on the flat at the 33½ MP on the railway. This fire took out all our track between Lubra Bend 32½ MP to just short of the last curve into Tarrawarra. All up we lost seven bridges on our line and around three miles of track so far. Tonight Healesville has a fire that has been burning all day and has escalated into a major problem with residents being evacuated from the North and Northwest of the township. We are in attendance 24hrs at the moment at the Healesville station in case the worst happens tonight. With a good fire system at Healesville Station to protect the buildings and rolling stock as you can imagine we will fight like hell to protect. This is the one that could wipe us of the map if it turns, which at present is unlikely at this moment, but we are ready for it if it does.

Some of our members have lost their homes and tonight's fire flare up seems to have claimed our longstanding life member Arthur Payne who was our original crusader for the Lilydale Healesville Railway and has a priceless collection of railway film and pictures which is simply irreplaceable as he is to us. We are praying he got out but knowing how stubborn he is we are concerned as you can

imagine. You can see the pain everywhere and it is just the worse feeling around here which is hard to put in words. The media have really failed to capture the death and damage here in the Yarra Valley which in two places has destroyed the railway.

As far as anything the ATR can do I just don't have any idea yet. The YVTR has prided itself on being a Community player helping out others in our area with all sorts of things such as BBQs in vineyards to supporting in many ways events such as Carols by Candlelight ,etc. and are always at the ready to raise money for other charities so it feels strange being in this position.

The Yarra Valley Railway is now closed until further notice and will reopen in a few weeks with a mammoth task in front of it but we will be just that little more determined than ever to make our railway happen. The feeling within is positive and the work in the clean up just to make everything safe again going to take some major effort but we make it happen with the YVTR having a large supporter base in the wider community we will kick goals quickly as we do. Talking to most of our neighbours over the last few days has been an experience with most suffering losses in one way or another but in general the feeling of mateship is certainly evident.

In the meantime your thoughts and wishes are very much appreciated and although the next few weeks will be hard for us but we will save all that we can. If you can convey this message to the ATR members to prevent any mistruths getting out in our sector. As a member of 25 years and a person who has fought so hard to protect these bridges all this time only to watch them burn to the ground in hours was as you can see in the pictures is one of the saddest moments in my life.

Go to http://photosbymatt.fotopic.net/c1650090_1.html to see photos of the fire storm devouring the YVTR.



Wreck at Dwellingup

Dave Tierney has asked if our resident sleuths can provide some information about the incident in this photograph, such things as when it happened, what happened, loco type and number, other photographs of the same incident, etc. etc.



Information/photographs to the Editor, please. I'll try to publish responses over the next two issues.

VHS Tapes and DVDs

In The February issue reference was made, under the above title, to dubbing from VHS tapes to DVDs using a Samsung DVD–VR375 unit.

As is often the case there's a trap for young players in doing this!!

The VHS to DVD dubbing instructions on pages 67 and 68 of the User manual imply/suggest that having completed the simple dubbing process that was all that was required.

However, I came unstuck trying to play a dubbed DVD on a different DVD player – it did not recognise the DVD and would not play. Oh! Bother!! Out with the User Manual, again!!

On page 78, in the Editing section, is a process titled *Finalising a Disc*. The first sentence of this process states, "After you record titles onto a DVD–RW/±R disc with your DVD recorder, it needs to be finalised before it can be played back on external devices."

Pity there was no cross reference to this in the dubbing procedure. The process is simple and takes about two minutes.

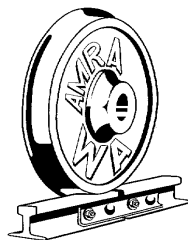
Exhibition Advertising

As part of the preparation for this year's Exhibition we arranged for a television crew to visit our Clubrooms to shoot some vision for use in our television advertising.

Niels Kroyer took his camera and photographed those taking the photographs, so to speak. He thought you would like to see the crew at work. Many thanks to the members who participated.



The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 196 December 2009 Vol 32 No. 6

Frans Fatidic

Another year is nearly over and a lot of work has happened at our Clubrooms. If you look at the area outside the roller door you will see a brand new concrete floor, this is the start of the new addition to our Clubrooms and we can all be proud that this project has now started. The person to thank is Ron Fryer who has done all the groundwork and is now talking to the Council to see what has to happen next. Thanks Ron.

Inside, something happened that I have not seen before in our Clubrooms since I have been President, it was with some pride that during ModelRail I saw every layout up and running without any major problems. I congratulate everyone who helped and was involved in ModelRail especially Alan Burrough and Graham Watson who again did a great job at organising it.

There is a lot more work to be done and over the next month or so you could be asked to help with some of this. Please give some of your time to make our Clubrooms even better than they currently are.

I will be away on holidays till Tuesday 15 December and would like, on behalf of Rosemary and myself, to wish you and your families a very Merry Christmas, a Happy New Year and happy modelling.

Frans Ponjee
Branch President.

ModelRail '09 – Thank You

ModelRail is one of those great days when we come together as one Club to share our ideas and techniques with our fellow members and present our hobby to the general public. ModelRail was a success because each one of the participants gave up their time to display differing aspects of our hobby to our guests and I thank you for your efforts.

I think it is important to appreciate that every visitor who came to ModelRail with, at least, a spark of interest in model trains and it's one of our purposes to ignite that spark. This is why we had several demonstrations aimed at the beginner such as layout planning and tracklaying. I wanted beginners to

**Australian Model Railway
Association Western Australian**

Branch [Inc.]

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
email – rosieandfrans@netspace.net.au

Vice President

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Secretary

Ralph Cope – 9361 6732
Mobile – 0437 611 441
email – rcopey@iprimus.com.au

Treasurer

Ron Fryer – 9401 3514
email – not available

Committee

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Niels Kroyer – 9315 9635
email njtskroyer@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Steve Rayner – 9379 1147
email – SteveRay@westnet.com.au

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

leave ModelRail saying: “I can do that.”

This year we trialled a few new ideas, these being half day option for presenters, half hour door and supervision duties and a display of models rather than a modelling competition. These seemed to have worked well and I thank you for supporting them.

To our demonstrators, Kathy, Bob, Peter, Phil, Frank, Stuart, Joe, Niels, Dave, Rob and Rod, thank you for sharing your skills with our guests in such a helpful and friendly manner. Well done. A special thank you to Kathy for coming all that way to be with us and to Niels, who got the phone call the previous evening, and stood ready to stand in.

To the teams that ran the layouts – thank you for the fine show that you put on. You weave the magic that entranced both the kids and the adults.

To our catering crew – Frans, Pauline and Barry – a great job done yet again. On behalf of all present, thank you for feeding and watering the masses.

To those who greeted our visitors at the door and guided them around the display models – some of you may have noticed the tuition I gave John the day before – thank you for welcoming our guests. Tim, your diorama looked great and it set the scene for our visitors.

To those who displayed their models, it's most pleasing to see our Club's tradition of fine craftsmanship continues. The closer one looks, the more one appreciates the quality of your skills. Special thanks to Graham for organising this display.

Last but by no means least thank you to the Saturday crew who put their shoulders to the wheels, so to speak, to do the multitude of tasks that needed to be done to prepare our Clubrooms for ModelRail the following day.

I am aware that Rockingham Club and Trainman also held functions on the same day as ModelRail and I commend them in their endeavours to promote our hobby. They probably read our flyers about the same time we read theirs and by that time it was too late for anyone to change dates. The coincidence of these displays indicates a need for a Model Railway calendar of events – perhaps our Committee may wish to undertake this function and after having given the Committee yet another task, I would like to express my appreciation for the support they have given me for ModelRail.

Once again, it was a great Club day – and it was a great

day because of your efforts. Thank you everyone.

Alan Burrough
ModelRail Coordinator

[If you didn't manage to make it to ModelRail there are some photographs on pages 6 and 7 to show you something of what you missed. Ed.]

Seasonal greeting

Happy holidays from a socially conscious person

To One and All. From me ["the wishor"] to you ["the wishee"].

Please accept without obligation, implied or implicit, our best wishes for an environmentally conscious, socially responsible, politically correct, low stress, non-addictive, gender neutral, celebration of the summer solstice holiday, practised within the most enjoyable traditions of the religious persuasion of your choice, or secular practices of your choice, with respect for the religious/secular persuasions and/or traditions of others, or their choice not to practice religious or secular traditions at all.

We wish you a financially successful, personally fulfilling and medically uncomplicated recognition of the onset of the generally accepted calendar year 2010, but with due respect for the calendars of choice of other cultures or sects, and having regard to the race, creed, colour, age, physical ability, religious faith, choice of computer platform or sexual preference of the wishee.

By accepting this greeting you are bound by these terms that:

- This greeting is subject to further clarification or withdrawal.
- This greeting is freely transferable provided that no alteration shall be made to the original greeting and that the proprietary rights of the wishor are acknowledged.
- This greeting implies no promise by the wishor to actually implement any of the wishes.
- This greeting may not be enforceable in certain jurisdictions and/or the restrictions herein may not be binding upon certain wishees in certain jurisdictions and is revocable at the sole discretion of the wishor.
- This greeting is warranted to perform as reasonably may be expected within the usual application of good tidings, for a period of one year or until the issuance of a subsequent holiday greeting, whichever comes first.
- The wishor warrants this greeting only for the limited replacement of this wish or issuance of a new wish at the sole discretion of the wishor.

Any references in this greeting to "the Lord", "Father Christmas," "Our Saviour", "Rudolph the red nosed reindeer" or any other festive figures, whether actual or fictitious, dead or alive, shall not imply any endorsement by or from them in respect of this greeting and all proprietary rights in any referenced third party names and images are hereby acknowledged.

This greeting is made under laws of the Commonwealth of Australia and the United States of America, in the English language.

Merry Christmas to all and have a Happy New Year for 2010.

Exhibition Manager's Report

All intending Exhibitors will have until Friday 18 December to put their expression of interest in for the 2010 Exhibition, please do so, so that I can send out follow up letters to everyone and I can start planning for the Exhibition.

There is still a lot of work to be done so the earlier I know, the easier it is going to be to plan and organise and get the infrastructure in place

Frans Ponjee
Exhibition Manager

Job Vacancy

No prospects, certainly no pay, just the satisfaction of helping to run **your** AMRA Branch. At last year's Annual General Meeting I hinted that the current year may well be my last as Treasurer but in my mind I thought that, if no one volunteered, I might do another year. I now find that that is impossible as I will be in the UK for two whole months and therefore it would not be fair to our Branch to leave it without a Treasurer for that length of time. In fact it would be downright stupid!

Consequently we need a Treasurer for next year and therefore I would like someone to volunteer **now** so that they can be initiated into the role and not be thrown in at the deep end at the AGM in August 2010. It would suit a retired person with a basic knowledge of a computer [Word and Excel], who can add one and one and get three, sorry, two, and who is prepared to give to the job the time it requires.

If you are interested please contact me either at the Clubrooms or on my home phone number 9401 3514. Thankyou.

Ron Fryer
Branch Treasurer

From the Editorial Desk

The Branchline – February issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 23 January please. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 22 January
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 23 January
- For items transmitted electronically via e-mail – 1800 Saturday 23 January email address is mandtt@three.com.au – please use subject heading The Branchline.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on **Saturday** 6 February

Please note the intended dates for *The Branchline* publication for 2010:

	Editorial deadline	Assembly, etc.
April	Saturday 27 March	Saturday 10 April – includes pre-exhibition material
June	Saturday 29 May – for routine material Sat 12 June – for exhibition reports	Saturday 26 June – will include exhibition reports and AGM material
August	Saturday 31 July	Saturday 14 August
October	Saturday 25 September	Saturday 9 October – will include Minutes of 2010 AGM
December	Saturday 20 November	Saturday 6 December

Ted Thoday

From the Scribe's Quill

Due to work commitments requiring considerable overseas travel our Secretary has been unable to provide the major item extracts from our Management Committee meeting Minutes for publication in this issue – we'll catch up in the next issue.

For those who find themselves suffering from withdrawal symptoms in the absence of the extracts, copies of the Minutes are posted on our Clubrooms Noticeboard, alternatively contact any of our Management Committee members.

Management Committee Submissions. The Management Committee frequently receives items for consideration shortly after a Committee meeting has been held. This means that these items do not get considered until the next Committee meeting up to four weeks later. In an effort to resolve this problem we publish the deadline date for submissions to be received by the Branch Secretary – Committee meetings are normally held on the third Thursday of each month. Items can be posted to the address on page 2 of this issue or placed in the Secretary's pigeon hole.

The **Submission deadlines** are –

Submission deadline	for	Committee meeting
10 December		17 December
16 January		21 January
13 February		18 February
13 March		18 March

Can I get *The Branchline* in Colour?

This question sums up a number of questions and a discussion I had with some members during ModelRail [most of the photographs included in *The Branchline* are in colour, these are grey scaled during the process of printing the hard copies.]

The answer is 'Yes' but only if you elect to receive your copy electronically as the cost of printing hard copies in colour cannot be justified – far too expensive.

If you wish to receive your copy of *The Branchline* electronically please send me an email request – this ensures I have your up-to-date and correct email address.

The Branchline is available, as a .pdf file, in two different formats; one is a two page format so that

ModelRail Photographs



Stuart Mackay explaining some of the techniques he uses to construct his superb S scale models



7mm scale models by Roger Solly and Dave Port



Some of the S Scale Special Interest Group members' locomotives and rolling stock models



Kathy Price constructing, painting and weathering plastic wagon kits



Some of our younger visitors having fun on the two U-Drive layouts



GWR 65ft turntable and GWR signal box constructed by Ted Thoday



Niels Kroyer talking to a future modeller who was distracted by the cameraman just at the wrong moment!!



Buildings by members of the S Scale SIG and turnouts constructed by Ted Thoday from EM Gauge Society parts



William Burton doing some track maintenance on Ansbach layout



Frank Godde showing how he makes those magnificent buildings



Rush hour on the Large Scale outdoor layout. The loco on the ground didn't fall off, it was put there as punishment for misbehaving



Peter Sapte applying his soldering iron to the side of an etched brass coach body, just to show how easy it really is!!

you can print off a copy on your own printer; the second is in a single page format intended for reading on screen – please specify your choice.

There are a couple of additional advantages – you will normally receive your electronic copy within a day or two of the publication date; our Branch saves on the cost of envelopes and postage.

Ted

Membership Matters

Hello everyone, I do hope you have marked in your calendars for next year the dates for the 2010 Model Railway Exhibition. The dates you need to put aside are between Friday 5 June to Monday 7 June inc.

This summer seems to be shaping up to be an interesting one from both the weather and financial points of view. The weather so far has been running hot and cold so don't get caught with your models left in the car on the hot days. Financially, if you can get in while the Australian dollar is strong then, I am sure there are some bargains to be had from over seas suppliers.

Since the last issue of *The Branchline* all those who have paid their membership will continue to receive *The Branchline*. Those members who have not renewed will receive this issue and no more. If you have any queries as to whether you are a financial member or not, please call in and see me at our Clubrooms and I will check for you. Should you not be able to come to our Clubrooms send me an email or post mail and I will check for you.

We have also had the follow new members join the Association and thereby it's WA Branch. Please make them welcome when they come to our Clubrooms and show the usual hospitality.

Harrison Chase	Craigie	
Jamie Hudson	Scarborough	N
Lachlan Hudson	Scarborough	N
Jason Hudson	Scarborough	N
Oran Malone	Wanneroo	
Paul Malone	Wanneroo	

Our Branch members and Management Committee welcome you to our Association.

John Maker
Membership Coordinator

Telephone Etiquette

Over a couple of weeks late October/early November Maura has answered our home phone to be greeted with "What's [person's name] phone number?" Note that the caller has not identified himself.

A question from Maura elicits "He's an AMRA member and he's moved, what's his new number".

The phone is passed to me, I identify myself, the caller says, "[person's name], what's his phone number, he's moved".

My response was that I did not know the person had moved and did not know his phone number and suggested the caller contact John Maker, our Membership Coordinator. The caller hung up, no

"Thank you, etc."

There are three things that are relevant –

First – irrespective of who you are calling, when the called number is answered, identify yourself along the lines "good morning/afternoon, I'm [your name]."

Second – politely ask if the called person can provide you with the information you need.

Third – I am the Editor of *The Branchline*, **not** the Membership Coordinator, therefore I do not normally have access to member's details.

Ted Thoday

Norman Read BEM O Gauge Perpetual Award.

*[The Association's Federal Committee of Management have modified the criteria for this Award – the full criteria is published below for members information. The main changes are in the paragraph titled **Concept**. Frans Ponjee, Branch President.]*

Layouts or modules shall be eligible for consideration for this Award provided that they meet the following criteria –

Note– Modules must include O gauge track configuration and enabled to connect to a standard O gauge modular layout, to be eligible to participate in this Award.

SCALE – between ¼ inch to the foot and 7mm to the foot, i.e. between 1:48 and 1:43.5

GAUGE – between 29.89 mm and 33mm

The above scale/gauge combination includes everything from Proto 48 [American protoscale] through American O, European O, British 0 to Scale 7 [British protoscale].

JUDGING shall take place at the AMRA Branch Annual Exhibition and it shall be left to the discretion of the Judges whether judging will be of exhibition model railway layouts or modules entered in the Modelling Competition or both.

The final decision on whether a particular layout or module meets the scale/gauge criteria shall be made by the appointed Judges and their decision shall be final.

A score of 70% of the total points, which may be awarded by the Judges for an item in any of the categories being judged, constitutes the minimum standard at which an award will be made.

Where there are no entries, in the opinion of the Judges, that meet the above criteria or such entries do not meet the minimum standards necessary to qualify for the Award, then the Award shall not be presented at the Exhibition.

Should the Award **not** be presented at that Exhibition, then the Award may then be presented at that Branches next Annual Modelling Competition, which includes either a model railway layout, or module that meets the O gauge Award criteria.

CONCEPT – As the original concept of this Award was to encourage the construction and display

of O gauge layouts or modules then any previous Award winning Layout or Module will not again be entitled to receive this Award.

Journal – delivery by postal means or electronically

John Martin has provided me with copies of emails between himself and our Association's Federal Secretary regarding delivery of *Journal*. John thought this might be of interest to those members who aren't keen on receiving a paper copy of *Journal*. Copies of back numbers are available on-line for those who wish to read them but save a tree or two – see final paragraph below!

This is the gist of John's email – "Now that *Journal* is available on the Association's website, does the COM have any plans to allow members to opt out of snail mail delivery as this should save the Association some postage, etc. costs.

I currently get *The Branchline* via the 'net. Apart from the postage cost saving, **all** photos are in colour, long-term storage is simpler and the saving of paper is one small step towards saving the planet. I realise it's not for everyone but wondered if it had been considered for 'net-savvy' members."

The Federal Secretary informed John that members can already do as he suggested through the Member's Area of the Association's web site.

Access to the Member's area is at the bottom of the Membership List near the top left of the home page. Clicking on there directs you to the Member's Area where you either login or register. Logging in/registering takes you to the Membership details page, near the bottom of which is a button marked <Change Modelling Interests/Privacy>. Under your name and modelling interests is a tick box labelled <Don't send me *Journal* by mail>. Click the box to tick it, then the <update> button and <logout> on the left of the screen and you're done.

Literary Lines

Many thanks to the following for their continued support with donations of videos, DVDs, books, magazines, maps, etc. –

Andrew Wells, Pauline Burton, Roger Stanton, Adrian Elder, Neill Phillips, Bill Pidgeon,
Don Cason, Graham Watson, Roger Solly, Paddy Alcock, Alan Porter, Terry Hammond,
Peter Cox, George Noble, Brian Hansford, Bruce Temperley, Ron Richardson, Peter Sapse.

Library – on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Around the SIGs

GWR Modellers Special Interest Group. The topic for the October meeting was GWR Signalling.

It is a quality of a model railway that, even when there are no locomotives or rolling stock to be seen on the layout, a well-informed observer will be able to identify the company [or the country] owning the prototype on which the model is based, whether it be a model of a real place or a 'might have been/could have been/should have been' location. The line side furniture of a British railway company was often unique to that company and these items, if well modelled, provide the giveaway

to the informed observer – for example the concrete fencing and other items so loved by the Southern Railway and the slanted running-in boards [station name-boards] and the 45degree picketed station fences of the Midland Railway.

The GWR had a unique style with its semaphore signals and these, if properly modelled, will be the identifier of a good model of a real GWR location or a 'might have been/could have been/should have been' GWR location.

In the Broad Gauge era Brunel's Disc and Crossbar signals came into service in 1840 – they were the first signals to show positive *Stop* and *Go* displays. The signals of the few other railways simply displayed a *Stop* sign, leaving the *Go* sign to be the absence of any signal to be seen on the post! The disc indicating *All Right* was 4ft in diameter and was perforated to lessen the wind resistance. Underneath the disc and at right angles to it was the crossbar to indicate *Danger*. The crossbar was 8ft long and 1ft 3in deep and was slotted to reduce wind resistance. The disc and crossbar ensemble was painted red and mounted on top of a mast that was between 40ft and 60ft high.

Brunel's theory was that the differing shapes of the disc and the crossbar, not their colour, made the difference! At night, a lamp powerful enough to be seen at five miles in clear weather was hoisted to the masthead – white for *All Right* and red for *Danger*.

It was soon found to be impracticable to turn the heavy wooden mast through a quarter of a circle, so the mast became a fixed support for a much lighter metal spindle, on top of which was placed the disc and crossbar ensemble and at the bottom of which was a handle for the policeman to rotate the spindle. [The policeman was, of course, the precursor of the modern day signalman and is the reason for signalmen being known as 'the bobbie']

Various changes and additions were made to the disc and crossbar system and these are described in the facilitation notes. The system was to last on some parts of the GWR long after the broad gauge had gone and in extreme cases, they lasted into the twentieth century, but in general they were uncommon on the line after 1880.

Semaphore signals were never used on the GWR's Broad Gauge. They were introduced on the Standard Gauge [4ft 8½in] in 1865.

The first semaphore signals were three position signals. Horizontal meant *Stop*, 45-degree downward angle meant *Caution*, vertical and invisible [slotted inside the post] meant *All Right*. The arm was mounted on a spindle passing through the post.

The above is just an introduction to GWR signalling, the facilitation notes give much more details on items such as –

- Semaphore signal posts and dolls
- Semaphore signal arms
- Ladders and landings
- Finials
- Painting
- Upper quadrant signals
- Independent ground signals
- Banner repeaters
- Colour light signals
- Models available

- References from which these notes have been obtained.

Finally, attached to the notes is a Signal Chart illustrating the most common style in the period 1912–22 for pre-Grouping companies, and 1928–34 for post-Grouping designs.

After a break we continued as usual, with **New Acquisitions** –

Doug Firth – showed a book *Modelling the Old-Time Railways* by E. Beale [Fresh Flame Publ.] Next he showed us his Grandfather's NSW guard flags [1 red; 1 green]. His Grandfather died in 1935. He next showed a model of a Southern built Box Van in GW markings and he queried the accuracy of it. He was assured that it was indeed genuine, the Southern Railway having built vans for other companies during World War II.

John Brenchley – brought along the Summer 2009 edition of the *GWR Journal* for us to peruse.

Alan Porter – had several items –

- Dapol 7-plank wagon *GRAZEBROOK* on the new 9ft wheelbase
- Dapol 5-plank wagon *MARSHALL* also on the new wheelbase
- Dapol 7-plank wagon *RICHARD WHITE & SONS* [in bright blue] on the old 10ft wheelbase
- Parkside Dundas LMS Covered Carriage Truck CCT
- LWB covered van
- Slaters MR Coke wagon
- Slaters ex MR Fruit Van
- K's plastic 7-plank LMS end door open wagon
- Ratio ex CR 50ton bogie Iron Ore wagon [in LMS livery] used for iron ore [Glasgow – Upper Clyde]
- Ratio ex LNWR 2plank drop side open wagon in Engineering Dept fleet colours
- Unknown vintage 7-plank open wagon with unknown vintage plastic body with separate white metal castings for axle boxes and brake gear
- PC Models part built, about 90%, LNWR Brake Third, 57ft Compartment Coach kit with printed sides. Underframe truss rods and battery boxes missing.

All the above were OO rolling stock.

Ron Richards – showed his latest purchases –

- Bachmann Class 25/3 Bo-Bo Diesel D7646 BR in two-tone green
- Hornby BR Intercity Class 43 HST set
- a book *GWR Album* by Rex Conway [The History Press]

Ron Fryer – brought along a Hornby All Third Clerestory Coach in chocolate and cream with gold lining that he bought secondhand at Railfest.

Doing Things –

John Brenchley – showed a Ratio signal kit in N scale, so fragile that he is planning to make it in a fixed position.

Roger Solly – showed his Test Rig for 7mm signals, both for hand-operated magnetic and electrically solenoid operated signals.

Ron Fryer – Completed the building of cottages for *Durham Town* layout and has spent part of last week putting new couplings on his new clerestory coaches.

Full copies of these facilitation notes are available on request.

The **Great Western Railway Modellers Special Interest Group's** topic for their November meeting was the GWR's 2-8-0 and 2-8-0T locomotives.

In the nineteenth century, several of the British railways other than the Great Western Railway had latched on to the advantages of eight-coupled driving wheels for locomotives as 0-8-0s with their improved adhesion for heavy freight haulage. However, the GWR persisted with rather heavy 4-6-0 and 2-6-0 designs until the first few years of the twentieth century when George Jackson Churchward had taken over the CME post from William Dean. As part of his proposed range of standard locomotives, the first British 2-8-0, GWR No. 97, appeared in 1903, using the same boiler type as on his Saint Class 4-6-0 No. 98 but fitted with 4ft.8½in. diameter driving wheels. [*The RCTS Locomotives of the GWR, Part Nine, page J19, says that Nos. 97 and 98 were fitted with 4ft 7½in wheels. Ed.]*

No. 97 was tested in service for two years before another eighty-three of what became the 28xx class 2-8-0s, were produced at Swindon in seven batches over a period of fifteen years. The prototype locomotive No. 97 differed somewhat from the production locomotives and eventually in April 1906 it was altered to conform to the production specifications and renumbered to No. 2800.

Twelve locomotives were converted to oil burning in 1945-47 and were then renumbered 4800-4811. They were reconverted back to coal firing in 1948-49, reverting to their original 28xx series numbers at the same time. Various alterations were made to the Class during their lives, which was long, probably the most important being Automatic Train Control apparatus which was fitted to all locomotives in the Class between June 1930 and October 1931. It is this 28xx class that Hornby have modelled over the past eighteen years in various forms and liveries.

Twenty years passed before the next class of 2-8-0s appeared on the scene and that was the 38xx class 2-8-0s, eighty-two appearing between 1938-1942. These were an up-to-date version of the 28xx class with various modifications being made. Eight of these locomotives were converted to oil-burning in 1945-47 and were renumbered 4850-4857, reconverting back to coal-firing in 1948-49 and reverting to their original numbers at the same time.

In GWR days both classes [28xx and 38xx] had a Blue Route availability and were E rated for power. In BR days they were rated 8F. For many years these two classes were confined principally to heavy coal traffic but as numbers increased they worked heavy freight between Birmingham and London and between Bristol and London. In later years they were used on intermediate freights or even on pick-up goods and they were also used on Bank Holiday specials on which they could show a great turn of speed with their 4ft.7½in driving wheels!

When the BR Standard Class 9F 2-10-0s began to reach the Western Region in large numbers from 1958 onwards, the withdrawal of the 28xx class began with the class leader No. 2800 in April 1958, after a life of almost fifty-five years, and the last being Nos. 2859 and 2873 in December 1964 after lives of forty-four years.

Withdrawals of the 38xx class locomotives were not far behind, being swept up in the massive 'de-steamification' [AAP's word] of the Western Region. No. 2888 was the first to go in February 1963

and No. 3836 the last in November 1965.

No. 2818 was kept as part of the National Collection. Seven of the 28xx class and nine of the 38xx class finished up at Dai Woodham's scrap yard at Barry, only one being actually cut up, the rest being preserved/restored at organisations around the UK. Was Dai a business genius or an 'ole softy, maybe a little bit of both.

By the end of WW1 there was a need on the GWR for a powerful locomotive for working fast freight trains of vacuumed [continuous] braked stock. The prototype of 47xx class No. 4700 appeared in 1919 and was a development of the 28xx class but with larger driving wheels and larger diameter cylinders. It was fitted with the same Standard No. 1 boiler but was found to be wanting for such a large machine so the larger Standard No. 7 boiler was fitted in 1921. Another eight locomotives were built in 1922–23 identical to the modified No. 4700. The weight of the locomotives being 117.7 tons and their long-coupled wheelbase of 20ft limited them to a Red Route availability and their use was restricted to fast overnight services between London and Wolverhampton, Newton Abbott or Plymouth and to summer expresses between London and Devon. As a consequence no more were built. All the class were withdrawn between 1962 and 1964.

The 42xx class 2–8–0T was Churchward's design for a locomotive for the short haul South Wales mineral traffic from pithead to power stations and the docks for which services bunker capacity for coal and water was less critical. They were essentially the Barry Railway's 0–8–2T back to front!. They were Churchward's tank engine version of his 28xx class.

The first of the class, No. 4201, was built in 1910 and was trialed for fourteen months before another 201 locomotives were built in twelve batches over a period of 28 years. These locomotives had their coal bunker capacity increased by a rearward extension of the bunker. The class leader had its bunker extended in 1919. These locomotives had a Red Route availability and in GWR days were E rated for power. Their small coal capacity rendered them unsuitable for long distance work and as a result, selected examples had their frames extended at the rear to accommodate a radial axle and to carry a larger coal bunker containing an extra 2tons of coal and 700gall. of water. Thus the Churchward original 2–8–2T design of 1905 materialised, although it wasn't until the second half of the 1930s that any 2–8–2Ts ran in traffic. Withdrawals commenced in 1959 and the last in 1965. Eight locomotives found their way to Dai Woodham's yard and all eight were rescued and are preserved in some state or other.

The 72xx class 2–8–2T was unusual in that no new locomotives were built, the class being all rebuilds of 42xx class. The first twenty locomotives were 42xxs that had been put into storage immediately on being built, due to the downturn in the South Wales coal traffic. So useful and powerful did they prove to be that the Operating Department requested more and two further batches were rebuilt using locomotives from earlier builds that had been withdrawn from service. These took place in 1935–36[20] and 1937–39[14]. The class was Red Route availability and in GWR days E rated. In BR days they were rated 8F. They were all withdrawn between 1962 and 1965. Three locomotives went to Woodham's yard and all three were rescued.

There followed in the facilitation notes a fairly detailed description of other 2–8–0 classes that, whilst not truly GWR engines, were in fact used on the GWR system during the WW11 years and after. These were the ROD class [30xx class] 2–8–0, the LMS [Stanier designed] 8F 2–8–0, the USA S160 2–8–0 and the War Department Austerity 2–8–0. All the information on these classes is available in the full facilitation notes.

New Acquisitions –

Alan Porter – showed two books by Pete Waterman [Ian Allan] *Just Like the Real Thing* and *A*

Train is for Life. Alan next showed the November issue of *Model Rail* just received in the post which included as a separate supplement a 100page EXPO TOOLS catalogue. Next was a double DVD – *The Right Track Series No.11 – Weathering Techniques*.

Peter Sapte – showed an Oxford Diecast OO scale Black Morris 8 Series E sedan [less the police sign which he had removed] as it was identical to the 12inch to the foot one that he used to own. He also showed two packs of lamps [street and station] that he had bought from DCC Concepts. They are all wired up to work, a little expensive but they do look the part.

Ron Fryer – two Coopercraft GWR Cattle Wagon kits bought on his behalf by AAP at the recent BRMA Convention in Brisbane.

Doing Things –

Alan Porter – has now acquired sufficient stone embossed styrene sheets to complete his water mill project. He reckons it is now full steam ahead! – we will see!!

Peter Sapte – showed to us the job he has undertaken, for a UK friend, to complete whilst he is here in Australia. Two Airfix LMS Surburban Coaches are to be converted into a Southern Railway Maunsell Ironclad 2-coach push-pull set using a set of brass sides and parts etc from a company called 247 Developments. He is doing an excellent job by the look of things.

Ron Richards – is in the process of working out the wiring from the instructions supplied with the DCC Concepts ‘MASTER’ Switch ‘PLUS’ that will operate his scissors crossovers.

LNER Special Interest Group – Since our first meeting in May this year things look good for the LNER fans out there. No notes of our meetings have hit these pages because the SIG’s Scribe missed the Editor’s deadlines for one reason or another. Briefly here is a run down of our meetings so far.

May – was a very informal session, running some trains, then over a cup tea coffee chatted about how we will fill in the time at future meetings.

July – the 0-6-0 tank locos from the GER. [J67 J68 and J69] was our subject of discussion. Don Finlayson had put a lot of effort into preparing some notes on this interesting group of locos.

September – watched a video *Steam Locomotives of the LNER*. An informative look at many loco classes from A to Z in which footage of more than fifty steam loco classes appeared. After this was a look at film around Kings Cross from 1930s to 60s.

November – another running night with a good variety of trains, from Andrew Morling’s kit built P2 2-8-2 [OO] with its train of Gresley teaks, to a humble N scale J39 0-6-0 [also kit built] and train of about 25 coal wagons. Then to more serious things – form a programme for 2010 which is as follows –

Wednesday 6 January	Signalling – John Martin
Wednesday 3 March	An overview of the J classes of 0-6-0 locos – Don Finlayson
Wednesday 5 May	Running Night – bring an LNER train or two to run
Wednesday 7 July	Gresley Corridor Coaches – Roy Goodyer
Wednesday 1 September	The D 4-4-0 locos – Andrew Morling
Wednesday 3 November	Another chance to run one or two of your LNER trains.

See you in the New Year,

(Continued on page 19)

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

December

Monday	7		Constructing Rolling Stock My Way , with Kathy Price
Tuesday	8	[3]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	9	[4]	Great Western Railway Modellers Special Interest Group meeting – Quiz and Christmas Cheer Night DCC Special Interest Group meeting – Quiz and Christmas Cheer Night – venue AMRA WA Clubrooms
Friday	11	[5]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	12	[6]	General Activities
Monday	14	[7]	S Scale Special Interest Group meeting – Named trains of the WAGR

Tuesday	15	[8]	Daylighters Group – daytime meeting
Wednesday	16	[9]	British Railways Special Interest Group meeting – Quiz and Christmas Cheer Night
Friday	18	[10&11]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	19	[12&1]	General Activities
Tuesday	22	[2]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	23		No meeting
Friday	25		Christmas Day – No meeting
Saturday	26		Boxing Day – No meeting
Tuesday	29	[3]	Daylighters Group – daytime meeting

January

Friday	1		New Year's Day – No meeting
Saturday	2	[4]	General Activities
Monday	4		Show and Tell your Model Railway Christmas Presents
Tuesday	5	[5]	Daylighters Group – daytime meeting
Wednesday	6	[6]	LNER Special Interest Group meeting – Signalling with John Martin
Friday	8	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	9	[8]	General Activities
Monday	11	[9]	S Scale Special Interest Group meeting – Bring and show what you received for Christmas or what you bought yourself
Tuesday	12	[10&11]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	13	[12&1]	DCC Special Interest Group meeting – venue Naval Base
Friday	15	[2]	N Scale Special Interest Group meeting – layout construction General Activities

Saturday	16	[3]	General Activities
Tuesday	19	[4]	Daylighters Group – daytime meeting
Wednesday	20	[5]	Great Western Railway Modellers Special Interest Group meeting – GWR Bolster, Depressed Centre and Special Wagons
Friday	22	[6]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	23	[7]	General Activities
Tuesday	26		Australia Day – no meeting
Wednesday	27	[8]	British Railways Special Interest Group meeting – BR Rail Buses
Friday	29	[9]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	30	[10&11]	General Activities

February

Monday	1		Weathering and Enhancing your Layout's Buildings and Rolling Stock
Tuesday	2	[12&1]	Daylighters Group – daytime meeting
Wednesday	3	[2]	LMS Modellers Special Interest Group meeting – Bring, Run and Tell about an LMS Train [Running Night].
Friday	5	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	6	[4]	The Branchline assembly followed by General Activities
Monday	8	[5]	S Scale Special Interest Group meeting – Painting your models – latest news and innovations
Tuesday	9	[6]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	10	[7]	DCC Special Interest Group meeting – venue AMRA WA Clubrooms
Friday	12	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	13	[9]	General Activities

(Continued from page 15)

The **S Scale Special Interest Group's** October meeting was well attended by 33 enthusiastic members. After the usual meet and greet session the meeting was formally opened by Graham Watson at 2030.

Graham called for volunteers to man *Swan View* for this year's ModelRail. Modellers were also invited to display their latest models at ModelRail, without the pressure of competition. The Competition may be re-introduced in future years if there is interest from the AMRA membership.

Members were also reminded that we need an S scale layout for the 2010 Model Railway Exhibition and a call for suggestions and ideas was made. Stuart Mackay called for ideas for the 2010 S Scale SIG program which is in the preparation stage. Graham said that this year's Locomotive audit is still being prepared and anyone who has not participated is cordially invited to do so at the next meeting or to Graham on the number below. The audit is revised every 2–3 years and members will be advised of the results in due course.

John Maker reported that plans for the extension to our Clubrooms were progressing slowly but surely, with Ron Fryer taking an active role with the builders.

Kieran Wright reported that Perth Hobbies usually has Dapol figures suitable for S scale in stock. Bill Gray said he had some plastic figures and Stuart Mackay said Railmaster of New Zealand has a range of metal S scale figures in sets of six. Graham and Kieran both noted that S scale figures interestingly were a little large for crews in S scale loco cabs and it was generally felt that 4mm scale figures were just as appropriate especially as often only the top half of the figure is visible in the cab.

John Hatch reported that he was designing some disks and shades for the WAGR single aspect search–light signals and anyone interested in acquiring some should see John. Rob Clark reminded members that he has plenty of mucky Duck slide transfers for \$5 and 1st and 2nd roundels for \$4. The polar bear decals for freezer vans such as the WA and WAR will soon be available at a price to be arranged.

Finally, Stuart Mackay reported, on behalf of Neil Blinco, that Stanbridge's has a supply of the latest 1948 Holden Sedan in 1/64 scale. Known commonly as the FX these are beautiful models and sell for \$22 less the 10% AMRA discount if members show their AMRA Membership card.

The meeting was billed as a Bring and Show with an emphasis on Stock wagons and members could not have been disappointed with the range of vehicles bought and shown.

Paul Tranter, a long-standing S scale modeller brought in a range of wagons that he had scratch–built or assembled over the years. They included one of his very early scratch–built GC wagons, a D van, a scratch–built R wagon, a kit–built VF from X–class Models and a Railwest RCA, QRB and his most recent one piece V van.

Peter Edwards, a relatively new member of the Group, showed that he has been very busy assembling a Railwest V van and a Z class shunter with LEDs, DCC decoder and speaker.

8.5

Kieran Wright was the first to show only stock wagons with his Branchlines of NZ etched brass kit of the NZ/WAGR horse–box, a Railwest BA horse box, a Railwest BE cattle wagon and T bogie wagon, a GA Models BD and a T bogie cattle wagon and a Railwest TAD. All Kieran's stock wagons were well put together and very suitably weathered.

Kelvin Davis followed with a range of very nice wagons including a Branchlines Horsebox, a BD and BE and a CXA sheep wagon in white metal.

Ralph Horley who has been missed at meetings of late showed his Railwest BE and his GA models BD cattle wagons which were very well assembled and painted.

Phil Knife did not have any stock wagons but he showed us his recently assembled X class models U class 4-6-2 locomotive with Romford tender bogie wheels with live pick-ups. Fitted with a DCC chip. More than one member commented that it was quite magnificent.



Phil Knife's model of a U class using an X-class Models kit on a Mehano light pacific chassis.

Brian Norris showed a terrific range of very nice stock wagons including 2 BDs, 2 BEs, a BA horse-box, 2 Ts, a TA and a TAD. Murray Hartzler showed the two TAs he innovatively scratch-built many years ago on Hornby freightliner Chassis and bogies.

John Hatch has been busy of late, building 2 BEs a BA horsebox, a TA and an extremely detailed CXB sheep wagon.

Finally **Graham Watson** showed his TA, BE cattle wagons and a BA horsebox.

All in all there were 34 Stock wagons brought and shown. They comprised of 28 cattle wagons from either GA Models or Railwest and two sheep wagons [a CXA and a CXB]. This relatively high number was somewhat unexpected as it is well known that stock wagons especially cattle and sheep wagons are particularly fiddly and difficult to re-create in model form. A final consensus that the

illusive see through look required in cattle and sheep wagons can be obtained using a fine black marker pen in the spaces between the slats on the sides and, in particular, on the roof of the wagon in question. This is probably satisfactory for exhibition standard if not for competition standard modelling.



A GA models BD cattle wagon.
Photo by Greg Aitken



A GA models T cattle wagon.
Photo by Greg

Thirty six keen members met in November at a meeting which was billed as a Bring and Show with an emphasis on WAGR or MRWA modified or kit bashed wagons. Once again the formal part of the meeting commenced at 2030 sharp with the ringing of the bell. Graham Watson introduced Phil Gray, a new AMRA member and potential S scaler, who was made to feel welcome by the old hands.

Graham announced that Boyanup is a possible layout for the 2010 Exhibition. This layout, which is owned by Simon Mead, was last exhibited in 2004. Bill Gray showed members a copy of the latest Australian Sn Modeller and invited members to subscribe to this quarterly publication if they have not already done so.

Kieran Wright spoke of the latest publication of WAGR coloured photos in a book available from the ARHS Museum and PETS at Whiteman Park. Neil Blinco spoke of the range of Holdens in 1/64 scale at Alpen Rail of NZ. They have a Web site which is easily access through Google or a similar search engine.

Paul Tranter gave a brief but informative talk on paints which are suitable and useful for modellers of the local scene. They included spray cans by White Knight which are available from Bunnings for \$3.15 a can. Modellers should always test them first on a piece of plastic card to avoid damaging a model. So much discussion ensued that it was proposed to make this a topic for the 2010 S Scale SIG programme. Thanks Paul for raising the possibilities.

Forty three modified or kit-bashed wagons were brought and shown as part of the night's topic.

Murray Hartzer, without hair or moustache, for Movember, the fundraiser for men's illnesses, was the first to show his clever way of modifying wagons to achieve his desired results. These included a Z van with metal rain strips applied by a method developed by Murray. He also showed an ingenious way to have sliding doors on DC vans, or similar wagons, using the scrap brass from W-iron frets. Murray showed how he built a WA bogie freezer van from two Railwest EBs on a Railwest RCA floor. Now that Rob Clark is producing decals for WAs and WARs there is the added incentive to start building more of these cool storage bogie wagons.

Brian Norris brought in a huge collection of vehicles he has modified to produce other similar vehicles for which there are no kits. They included a GJH HCL tanker and a JGS both made from Railwest GS wagons, an AG clerestory coach from an American Sn2 coach and a C class sheep wagon from a Railmaster NZ railways sheep wagon. There was also a high roofed V van, a J tanker with concave ends, a WAGR R wagon from a Railmaster kit, an F class diesel from a NZ loco kit, two WAGR platform ended Z vans from a NZ Brass guard's van kit, a 4-6-0 G class loco from a 2-6-0 Railwest G class locomotive and a ZA van by joining parts of a Railwest ACL coach and a Railwest Z van. In earlier days Brian modified one of Adrian Gunzburg's Z vans to make a platform-ended Z van. Brian, like Murray has also built a WA cool storage van from two Railwest EBs. His masterpiece however was a WAGR steam railway crane heavily modified from a 4mm Hornby crane of similar design.

Lynton Englund showed his BA horsebox which he has modified into a West Australian Bank's country inspectors van and a Railwest Z van with end platforms.

Kieran Wright has used Railwest/NZ G wagons to make an M coal wagon, a shunter's float and an H wagon. Like Brian he has used a NZ guard's van to produce a clerestory roofed and platform ended guards van as seen on the WAGR.

Neil Blinco has also been busy modelling the WAGR in recent years. Neil has assembled more AYE's than most and one in particular he has converted to an AYF with a Guard's compartment much as the WAGR did to permit a fast turn-around for loco hauled passenger trains at terminuses such as Armadale, Fremantle and Midland, especially at peak times. Neil has also used ARS coach kits to produce a variety of country passenger trains including AQZ 424 and AQZ 423. This can involve the removal of top-lights and the application of smooth siding to replace the matchboard siding of the original coaches depending on the era required.

Graham Watson has modified many of his 4-wheel wagons to achieve similar wagons with different classifications. The removal of one plank from a GE will give a GN and the application of a scribed lead floor to a GS will give a GST. Two GEs joined together will give an ex-MRWA RBM [WAGR RAM] bogie wagon. By applying GM doors to an RCA and removing the top plank he produced an RC wagon. The most interesting and indeed striking wagon was the red JGH Acid

wagon which looks great in any freight consist provided there is only one because that is probably all there was.

So, in total there were 43 examples of wagons and coaches which had been modified from other kits to add variety to members' wagon manifests. Well done and thanks to those modellers who brought and showed their modified S scale vehicles.

The S Scale Special Interest Group meets on the second Monday of every month at 2000 in the AMRA clubrooms in Moojebing St, Bayswater – visitors are always welcome.

There's always something of interest at our meetings the January and February meeting topics are in the Programme pages.

On Monday 8 March we invite you to bring a train, run it on *Swan View layout* and talk about the vehicles in the consist. The April meeting on Monday 12 April will be a slide/video/movie/e-photo night specifically for S-scalers.

Information regarding models and kits of WAGR prototypes by Railwest Models, GA Models, Double G Models and X-class Models is available from Graham Watson on 08 9250 1084 or via email grahamrwatson@hotmail.com

Contact Stuart Mackay on 08 9310 3858 or mackays@iinet.net.au for general information about the S Scale Group.

Bill Gray is the WA contact for the ASnM magazine and is always grateful for contributory articles no matter how long or short. Bill can be contacted on william_gray@optusnet.com.au

British Railways Modellers Special Interest Group. The September meeting was a Bring, Run and Tell night, so we reversed the order of proceedings and commenced with –

New Acquisitions –

Ron Richards – showed a replica tin sign for Hornby Trains dated around 1940s–1950s. He also showed two pandrol ??? What are they, no-one knew, perhaps he should show them to the Sn3½ Group. ????? [*were these Pandrol clips the full size railways use to fix rail to sleeper?? Ed.*] The next item he showed was his new homemade seat on wheels that he uses when he is working under his layout. He ignored the rude comments of jealousy. Great idea Ron!

Steve Rayner – showed his latest N scale Oxford Diecast acquisitions –

- Bedford OB Coach *Royal Blue*
- AEC Routemaster double deck bus *London Transport*

He also showed two N scale locomotives –

- Graham Farish Class 44 *Pen-y-Ghent* 44008 in BR blue
- Dapol Class 73 *Kentish Mercury* 73119 in Dutch grey/yellow.

His last item was a Graham Farish brake van, Midland Region.

Geoff Mercer – Only two items from Geoff this time –

- Hornby Class 59 in new Aggregate Ind. Colours *Yeoman Endeavour* No. 59001, and
- Bachmann Class 150 Sprinter (2-car) in Regional Railways livery.

Terry Hammond – paid a visit to the Save the Children Fund Sale at Cannington recently and bought videos and books –

- two videos *Scenic Railway Journeys of the World*, and
- a video *Railway Adventures Across Australia*, for 50cents each.

The books were –

- Readers Digest – *The Glorious Age of Steam* – [\$6]
- *Railways* by G. C. Allen – [\$3]
- *Early British Steam 1825–1925* – [\$6]

Alan Porter – showed an Oxford Diecast commercial vehicle in OO scale, an LMS Mechanical Horse 256G plus an insulated Road/Rail tanker trailer.

Doing Things –

Kelvin Davis – brought in a Class 15 locomotive that he had built, and very nice it looked too.

After a short break for a drink and a stretch we moved into the layout rooms and ran trains, starting with the OO scale trains.

Geoff Mercer – ran two trains –

Hornby Britannia No. 70013 *Oliver Cromwell* pulling nine Gresley coaches – brake first, all first, composite, all third, buffet, all third, composite, all first and a brake first. The destination boards on the coach sides were Liverpool Street–Norwich.

His second train comprised a Hornby Class 60 No. 60062 hauling ten Bachmann 100ton GLW tank wagons – three BP tank wagons in green, four BP tank wagons in silver and three BP tank wagons in black.

Ron Fryer – followed with a BR[WR] Special hauled by Hornby 4–6–0 *Derwent Grange*, in black, complete with a Settle–Carlisle Special headboard, pulling nine Lima coaches in chocolate and cream – full parcels brake, brake third, two composites, Restaurant Car, two composites and two brake thirds.

Nick Pusenjak – another passenger train, this one pulled by a rather attractive A4 4–6–2 in blue, No. 60028 *Walter K. Wigham* and six Mk.1 Bachmann coaches comprising brake composite, open third, corridor first, RFO, corridor third and a full brake.

Kelvin Davis – Kelvin's first train was based on a picture, on page 47, of a book titled *British Fleet Scenery No.1*. Kelvin has replicated it in model form – an Alexander Models white metal kit of Class 15 locomotive D6201 Midland Region, [his latest acquisition referred to in previous notes], fitted with one central Bull Ant motor driving all axles, pulling a mixture of Mainline, Bachmann, Dapol and Hornby wagons, all fitted with Kadee couplings –

Four 16ton steel mineral wagons and a 20ton brake van. His second train was an Heljan Class 27

locomotive with a head code 7M62 pulling an eleven vehicle Fish Van consist –

- three Dapol *Blue Spot* in white livery
- two early Hornby in blue livery
- one Bachmann in blue livery
- two Triang in blue livery
- one Hornby *Birds Eye* livery
- one Bachmann refrigerated Fish Van in white livery
- one Dapol 20T brake van kit.

We then moved to the N scale layouts where **Steve Rayner** showed us two trains – A Graham Farish by Bachmann Class 44 No. 44008 *Pen-y-Ghent* was pulling a Merry-go-round train of HAA wagons made up of 22 Minitrix, 5 Graham Farish by Bachmann, and 9 Peco all with removable coal loads.

His second train was a Dapol Class 73 Electro Diesel pulling a train of –

- 1 x N Scale Society *Shark* Ballast Brake
- 4 x Dapol *Dogfish* wagons
- 4 x Parkside/Dundas wagons [2 *Grampus* and 2 *Clams*]
- 1 x Parkwood *Tarbot* bogie wagon
- 2 x Parkwood *Pollocks* 4wheel on Peco underframe
- 1 x Peco Flat wagon
- 6 x N Scale Society BDA Bolster Wagons
- 1 x Minitrix 20ton Brake Van

Altogether a very satisfying evening. A Copy of these notes and all facilitation notes from previous meetings are available on request.

The October subject was Diesel Multiple Units [DMUs] Classes 104, 117, 118 and 121 [Bubblecar]. These four classes of BR diesel multiple units came from two stables – the Birmingham Railway Carriage and Wagon Company [BRCW] and the Pressed Steel Company [PSC].

The origins of the Birmingham Railway Carriage & Wagon Company Ltd are almost as old as the railways of Britain. The company was founded in Birmingham in 1854 and for most of its existence was located at Smethwick with the factory divided by the boundary between the two places. As its title tells, it was mainly a builder of railway locomotives, carriages and wagons but it also produced a range of vehicles from aeroplanes and military gliders to buses, trolley buses and military tanks. It supplied vehicles to all four of the pre-nationalisation Big Four companies, to British Railways, to the Pullman Car Company and Wagon-Lits, plus many overseas railways. For British Railways alone it produced diesel electric locomotives of Class 26 [47], Class 27 [69], Class 33 [98] and it produced the 22 Class 81 25kV AC electric locomotives.

It produced 585 BR Standard Mk. I coaching stock, 17150 BR 16ton steel mineral wagons and 500 BR 21ton steel mineral wagons, as well as the BR Class 104, Class 110 [Calder Valley sets] and Class 118 DMUs. All the above were produced in the 1950s–early 1960s. It then ran into financial difficulties and the business closed early in 1964.

The Pressed Steel Company was a British car body manufacturing company at Cowley near Oxford

in 1926 as a joint venture between William Morris, the Budd Corporation and an American bank. Morris had seen the potential of pressed steel car bodies being developed by the Budd Corporation in the USA and the new venture started up by supplying car bodies to the Morris Motor Company, its plant being located alongside that of PSC. By 1935 BUDD had withdrawn and PSC became fully independent and by the late 1950s was producing bodies for most of the major car companies in the UK.

An existing engineering factory was acquired at Linwood, Near Paisley in Scotland in 1947 where they manufactured railway rolling stock, the peak of production being reached in the late 1950s–early 1960s. The range of stock included 75350 BR 16ton steel mineral wagons, 1087 BR Standard Mk. I coaching stock, 91 BR Class 303 Glasgow Blue Train 3-car sets and of course the BR Class 117 and Class 121 DMUs.

With the completion of the changeover by BR to diesel-powered trains and its need for modern carriages being met by BR Workshops, PSC received few orders after this. In 1965 PSC was acquired by the British Motor Corporation [BMC] and then through various mergers became part of the British Leyland Motor Corporation [BLMC] in 1968.

Class 104 – The Class 104 DMU series were the first BRCW units and were very distinctive with their three-window cabs being starkly upright with a ventilator grille below the second man's window. The general layout of the coach bodies followed the Derby Class 108 design very closely and yet they managed to appear totally different to them. All the Class 104 vehicles were 57ft over headstocks and 60ft 7¾in over the buffers. The trailer cars were unusual in that they had windows on either side of the concertina at their vestibule [non-toilet] end. The DMBS and DMCL cars each had two BUT [Leyland] 6cyl. horizontal type 150hp diesel engines exhausting at the rear end. They had standard mechanical transmissions and were coded Blue Square for coupling to other Classes.

All the driving cars were built with a two-character train description box under the centre cab window with a head/tail lamp on either side. The Class 104 series was delivered in the following set formations –

- Two-car sets [DMBS/DMCL] – two batches were built in 1957 and 1958, ten sets for the London Midland Region and five for the North Eastern Region.
- Three-car sets [DMBS/TCL/DMCL] – built in 1957 these were supplied to the London Midland Region.
- Four-car sets [DMCL/TSL/TBSL/DMCL] – the final form of the Class 104 series and these were built for the North Eastern Region.

It should be noted that although the original allocations were limited they eventually became quite widespread across the BR network. None of the Class was refurbished and the Class was fully withdrawn by October 1993.

Class 118 – built for a Western Region requirement, these fifteen BRCW 3-car Suburban sets [DMBS/TCL/DMS], delivered in 1960, were to the standard Derby Heavyweight design of the period and were presumably ordered from an outside builder in order to procure quick delivery. They are very difficult to distinguish from their Derby Heavyweight and PSC counterparts, all having the same front end design.

The DMBS and DMS cars each had two BUT [Leyland] 6cyl. horizontal type 150hp diesel engines exhausting at the rear end. They had standard mechanical transmissions and were coded Blue Square for coupling to other Classes. Their allocation was to the Plymouth, Bristol and Birmingham areas where they gave good service but were not included in the BR Refurbishment programme. They were all withdrawn from passenger use in 1994.

Class 117 – these Suburban sets for the Western Region were presumably ordered from PSC as a matter of expediency, the railway workshops of BR having full order books at the time. They followed the basic design of the Derby Heavyweight Class 116 high density 3-car sets but they incorporated a number of features that Derby had included in the later sets that they had built for the London Midland Region.

The series consisted of 42 sets [DMBS/TCL/DMS] and were allocated to Paddington [26 sets], Bristol-Taunton area [5 sets] and 11 sets for services in Devon and Cornwall west of Newton Abbott. Again, like the other Classes mentioned in these notes, the DMBS and DMS cars each had two Leyland 6cyl. horizontal type 150hp diesel engines exhausting at the rear end, had standard mechanical transmissions and were coded Blue Square for coupling to other Classes. The Class was amongst the last first-generation sets to remain in service being face-lifted at Doncaster Works and emerging in Regional Railways liveries. By 2006 all passenger carrying sets had been withdrawn.

Class 121 – the Western Region identified a need in 1958 for a dual-purpose type of car which could be used on lightly trafficked lines but could also be used in peak hours to augment the standard High Density 3-car Class 116 sets then being built by Derby Works. This resulted in the Single units, the first of which were the Gloucester built Class 122 cars, commonly known as Bubblecars [shades of the GWR's AEC-engined railcars!].

Following their success a further series was produced by the PSC in 1960 for the Western Region. The DMBS cars were fitted with two BUT [AEC] or Leyland equivalent 6cyl. horizontal type 150hp diesel engines exhausting at the non-brake end through twin exhaust pipes which were aligned with the pillars of the cab-end windows as far as cantrail level and then bent outwards in a curved cow-horn shape.

Like the Class 122s, the Class 121 DMBS could deputise for a power car in a 3-car set or simply be added to one end of a 3-car set to make a 4-car formation. They could also, if needed, haul a GUV, a Siphon G or H or even an ex-LMS Parcels Brake!

Following on these facilitation notes are a full set of plans covering all the units in the four Classes that we have looked at and a full set of these notes are available on request.

As we were running somewhat late due to printing problems, we grabbed a cuppa and carried straight on with **New Acquisitions**

Kelvin Davis – showed a brochure from a company called Coffman Graphic Solutions demonstrating their Clamps. Too much to describe here but I believe that a brochure has been placed on the Club Notice Board. His next item was a Heljan OO Class 17 in *RIBBLE CEMENT* colours that he intends to repaint in BR Green. Two books from Boffins followed –

- The Power of the 20s by Pip Dunn [OPC] and
- The Heyday of the HST by Gavin Morrison [Ian Allan]

Geoff Mercer – showed an assortment of little people from the Bachmann Scenecraft series. Very nicely done, works out at about \$2 per figure.

Peter Sapte – showed brochures of various UK Railway Exhibitions from good to bad. Peter also showed a photo book that his brother David had made of Peter's old layout – *Wendon 2003*.

Alan Porter – a new book on Fred Dibnah called *Did you like that?* by Don Haworth [BBC Books]. Plus –

- *The Second Generation DMUs* by Colin J. Marsden [OPC], and
- *British Rail Standard Diesels of the 1960s* by David N. Clough [Ian Allan]

Doing Things –

Kelvin Davis – still working on the Diesel Brake Tenders.

Ron Richards – is now checking electrical circuits on his new layout.

Peter Sapte – his modelling job whilst here in Australia is fitting coach overlays for a Maunsell Push–Pull set for a UK friend – apparently, a little bit tricky! Will be demonstrating this at Model Rail [he did. Ed.]. At home in the UK he is making the 26th point for his new layout.

Our future programme –

Wednesday 31 March	Bring, Run & Tell about a BR train
Wednesday 28 April	Lighting of BR Freight Yards, Loco Sheds and Station Platforms
Wednesday 26 May	BR Small Shunters

The **LMS Modellers Special Interest Group's** October meeting looked at the modelling of the contributions of the Lancashire & Yorkshire Railway, the North Staffordshire Railway, the Furness Railway, the North London Railway, the London, Tilbury and Southend Railway and other minor English railways to the LMS in 1923. This was the third of a series of four related topics scheduled for discussion during 2009. Before the Group settled down to the topic for the evening, the usual Agenda items of New Acquisitions and Current Projects were dealt with.

New Acquisitions –

Terry Emberson showed an interesting book which fell into line with the topic for the night – *150 Years of the Lancashire & Yorkshire Railway* by Noel Coates and published by Hawkshill Publishing in conjunction with the L&YR Society [ISBN 1 900349 11 6]. Noel Coates is the Secretary of the Lancashire & Yorkshire Railway Society and Hawkshill Publishing is a joint venture of well-known modellers Mike Peascod and Iain Rice.

Steve Rayner showed the recently released N scale LMS Stanier type Goods Brake Van from Graham Farish by Bachmann. This is a much improved model when compared with the previous Graham Farish version, which was a re-liveried LB&SC brake van.

Steve Cooke had been playing catch-up with a number of books to show. These were –

- *LMS Journal No.26*
- *LMS Journal [LMS 85th Anniversary Issue]*
- *Midland Record No.28*
- *LMS Locomotive Profiles No.11 – The Coronation Class Pacifics*
- *Raymond Williams' LMS Steam in the Thirties* by Peter J. Boswell & R.J. Essery and published by Wild Swan Publishing [ISBN 1 874103 64 X]

Alan Porter told of a proposal being promoted in the October 2009 issue of the *Hornby Magazine* to commission from Dapol a OO model of the LMS Stove R six-wheel Parcels Brake Van, much missed since the Hornby–Dublo tinplate version of the early 1960s and only available in kit form from Comet Models and a couple of others. The N Gauge Society had been successful in generating

enough demand for Dapol to produce this vehicle in the smaller scale and it is hoped that the same can be done in OO. CAD/CAM drawings of the model from four different angles were illustrated in the magazine. The model is planned to be available in five different liveries –

- LMS crimson lake with crimson lake ends and devoid of lining
- LMS post 1936 crimson lake with black ends and full lining
- Post-1949 BR carmine red
- BR post-1956 lined maroon
- BR Corporate Blue with double arrow loco

Readers interested in acquiring this model were encouraged to register and they would subsequently receive advance information about the project. If insufficient interest is not forthcoming the project would not go forward but if it does, the implication is that those who have registered may have to put their money where their mouth is!

He also showed a couple of newly released Dapol private owner wagons [B766 7-plank *M & W. Grazebrook Ltd.* No.49 and B767 5-plank *Marshall* No.2] now mounted on a [new] correct 36mm [scale 9ft.] wheelbase wooden underframe – not before time! However the excitement of the correct wheelbase was diluted by the high-riding appearance of the wagon [mostly caused by the pin-point axles running in recesses which are level with the bottom edge of the axle boxes rather than the centre!], by the excessively long [but otherwise much improved] hook and bar coupling and by the unpainted underframe solebars [always painted the same as the body in the heyday of private owner wagons].

His final showing was a lovely Oxford Commercials 1:76 scale model of LMS Scammel Mechanical Horse 256-C [Reg. No. ANK 225] hauling LMS Insulated Road Rail Tank trailer No.2, both in crimson lake livery. Incredibly there is a photograph of this Mechanical Horse and this trailer in *Railway-Owned Commercial Vehicles*, as well as another photograph of Trailer No.2, ahead of identical Trailer No.1, chained down onto a special six-wheel underframe. Clearly Oxford Diecast Ltd. has used this reference for its model but unfortunately the model differs in at least four features from the trailer depicted.

Initially thought to be for milk traffic, a little research has proven otherwise – Bob Essery's *LMS Wagons [Volume One]* has a drawing of the eight Diagram D1988 six-wheel under frames for road/rail edible oil tanks. The drawing shows two trailers chained down to the underframe and there is also a photograph of two trailers [Nos. 7 & 11, identical to Nos. 1 and 2] mounted on one of these under frames. Not for milk it seems but for edible oils, although the Lot Book for the under frames describes the trailers as Tanks for Whale Oil! Despite all this, you can use them for milk if you want to – after all it's your railway and you can do as you like!

Finally, on to the topic for the evening. As usual a Facilitation Note had been prepared ahead of the meeting and copies were distributed to those present. If anyone else would like a copy of this Facilitation Note, please contact Alan Porter.

The Note firstly reviewed the contributions of the minnows that came into LMS ownership in 1923 – the Cleator & Worthington Junction Railway, the Garstang & Knott End Railway, the Maryport & Carlisle Railway, the Stratford-upon-Avon and Midland Junction Railway and the Wirral Railway. Their total contribution of locomotives was a mere 63 and as they were very much non-standard and were mostly scrapped by 1934, they were not considered further.

The route mileages and contributions of locomotives, steam coaching stock, goods vehicles and special vehicles by the five Constituent Companies of the LMS listed in the title of the agenda were

tabulated and although there were several gaps in the table due to the information being hard to find, there was no doubt about the dominance of the LYR – about 8% of the route mileage of the LMS and between 12% and 19% of everything else. The NSR and the FR came next with 1–3% contributions.

For each railway, the Note outlined briefly where each railway operated and the general thrust of its business. It then tabulated in Excel spreadsheet form the various types of locomotive contributed, the numbers built, the numbers which came to the LMS and the numbers [if any] which came into BR ownership, the date of last withdrawal and the RTR models and kits which are or have been available to the modeller.

The Note had less detail on the coaching stock and goods rolling stock contributions but it did list those RTR models and kits available to the modeller. In general, there is/was little, if any, assistance for the modellers of the NSR, FR, NLR and LT&SR and to do justice to the modelling of these railways there's a lot of scratch-building required – but isn't that what railway modelling is supposed to be all about? However, there are plenty of drawings of the equipment from all these railways and attention was drawn to the various indices available in the AMRA WA Branch Library which indicate where to find them.

The Group's next meeting will be on Wednesday February 3 and members are asked to Bring, Run and Tell about an LMS Train [or two]. The programme of meetings for April, June, August, October and December 2010 will be decided at the meeting on December 2 and some of this information will appear in the February 2010 issue of *The Branchline* – copies of the year's programme are available from Alan Porter.

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Richard Johnson	9437 2470
Great Western Railway Modellers	Roger Solly	9444 7812
Large Scale	Jim Gregg	9298 9442
LNER	Steve Rayner	9379 1147
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

Around the Layouts

Ansbach Branch. The operators were very sorry to hear that John Elfer died on Saturday 17 October 2009. When I and other members were re-erecting the Ansbach layout they were approached by John with an offer to help and the help he subsequently gave was invaluable. When the layout became operational John was a keen operator and brought a number of unique European models to run on it. He will be a great loss and we send to Kay and the family our deepest sympathy.

The layout was fully operational during ModelRail on Sunday 8 November with three trains being operated independently – one on the outer main line, another in the opposing direction on the inner main line and one on the branch line. The branch line train had a tank engine each end to avoid the necessity of the train engine having to run around the train at each terminus. The dial up system on the main lines made it possible to change the trains from time to time to expresses, local and goods trains.

The layout will be closed for a week or two to replace a turnout on the siding between Oberbaumbach and Ansbach. When this is done we will again have operation and shunting sessions at 1300 on Tuesdays.

Bill Pidgeon
Layout Coordinator

Haltwhistle. The layout ran without a hitch on Sunday 8 November when we held ModelRail at our Clubrooms.

There were plenty of willing helpers who kept the trains running all day and plenty of interesting remarks from the public who were picking out different things on the layout which seemed to bring back memories of their younger days.

I would like to thank all the members who gave their time to operate the layout and make the day a very pleasant one.

Tom Stokes
Layout Supervisor

The Valentine Run. ModelRail proved to be a good test of the layout with both DC and DCC sessions running smoothly. Well, almost – apart from the three train pile-up in the most inaccessible section of the tunnel, an attempt at running two trains on one loop culminating in an elongated consist complete with a mid-train helper and three DCC locos declining to both participate and to be reprogrammed. Thanks to Garry, Hardy, Trevor, Nat and Craig, we managed to keep a variety of trains rolling. Well done guys.

Further research indicates some sound chips require either a programming track booster [such as a Soundtraxx PTB – 100] or a later model hand piece [such as a NCE Power Cab]. Litchfield Station's review suggests the Power Cab will only operate with NCE's CP6 circuit breakers; as we have a DCC Specialties PSX-4 installed on our layout, the PTB appears the preferred choice.

The disadvantages of fixed DC throttles were again in evidence. Loop running became a team event when trains were alternated from the yards hidden on the far side of the layout by the backscene. Similarly, an assistant was required on the concealed end of the branch line. We look forward to trying a memory throttle.

Unkind mutterings were heard from within the 'well' the previous week when two wires elected to detach themselves from the DCC/DC switch and had to be reattached. As the closing of the switch panel would put pressure on these soldered joins, the panel was left open during ModelRail and performed faultlessly, much to the relief of your scribe.

Late in the afternoon at ModelRail a certain iron chef [sausages], renowned for his loud disdain of DCC, sound and US prototypes, was observed using an NCE throttle to run a sound equipped, DCC chipped, Santa Fe 2-8-0 through its functions on the DSF&V – and enjoying himself greatly. Good fun, isn't it?

Alan Burrough
Craig Hartmann
Layout Coordinators

Going Down The Tube

As we enter the season of goodwill here is a little quiz for you all that still retains the main purpose of our Club – TRAINS. Listed below are fifty clues to fifty London Underground stations, can you work out just what they are?

Two of our Branch's supporters, Stanbridges Hobbies and Maylands Model Railways, have kindly donated two Gift Vouchers as prizes. So send your answers, photocopies acceptable, include your name, address and Membership Number to –

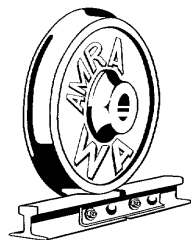
The Hon. Rev. AMRA [WA] Inc, P.O. Box 60, Maylands 6931, **or**
place your entry in the box provided in our Clubrooms.

The closing date is Saturday 9 January 2010, Committee Members and the Editor of *The Branchline* are disqualified from entering the Quiz. The Hon. Rev.'s decision is final. The winners and the answers will be published in the February issue of *The Branchline*. It just remains for me to wish all members and their families throughout Australia, a very Merry Christmas and a Happy New Year.

'The Hon. Rev.'

Angry Monarch	Does the chief
Make 'em sick	executioner live here?
Monks with dirty hands	Tea party at the big house
A road with a betting shop	Catches rabbits by a stream
Ecological vicars	Heidi's house
Richard Whittington's	Anyone for tennis?
desirable Residence	Regal open space
Charred quercus robur	Labour's card game
Which car is this?	University city with a big top
Angry model shop owner?	Is Karl Marx's grave a
Passports please	communist plot?
This place is a riot	Elliptical
Cockney rabbit 'ole	Flockwatcher's flora
Woof, woof!	Chelsea's home by a stream
Created a valley	A lucky number of nuns
A mound of dyslexic mosquitoes	Where you cultivate
She was not amused	calcium carbonate
An American setting for	Car manufacturer part of GM
English comedies	An ancient thoroughfare
Where a Frenchman met his end	Describes the enormity of this station
An old place to roll your own	Sound horn on this wide road
A place to live and let die	Gabriel
Is there a branch of	Seat of government
Lloyds Bank here?	Doctor Foster practises here
A colourless town	Is this station falling down?
Babar and Balmoral	The home of a little bear
Is this Charlie's regal tree?	Obelisk
Non alcoholic lager	A Scottish thoroughfare

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 191 February 2009 Vol 32 No. 1

Frans Fatidic

Rosemary and I wish all our members a very Happy Modelling New Year.

Our year has started well with several new members joining, I extend a very warm welcome to all of them.. I am looking forward to seeing you in our Clubrooms. Please get involved with our activities.

It is great to see that we have young members getting involved in our Branch who seem to be very keen and, hopefully, our geriatric members will be able to pass on their wide knowledge of model railways.

Layout Behaviour and Damage. Recently some damage has been done to our layouts. Members using Branch layouts are expected to treat these with respect. I accept that some accidental damage may occur from time to time. If you damage any of our Branch's property **please** notify the Duty Officer so that the damage can be repaired.

If a Layout Supervisor instructs you how to behave on the layout **you must follow his instructions**, otherwise you could be banned from running your trains on our Branch's layouts.

Missing Videos and DVDs. We are still hoping that members that have borrowed the missing Videos / DVD's will return them – the list has been published in earlier issues of *The Branchline*. We will be implementing a new system shortly.

Photocopier. Because of the increased usage and therefore higher maintenance costs our Management Committee has put an electronic bar within the system so that only Committee Members and our Library staff can operate the copier.

Members wishing to copy items either for our Branch or for personal use must see a member of the Management Committee or our Librarian to access the Photocopier.

Photocopying for our Branch use is still free but personal use is charged at 10c per image on one side of an A4 page or 20c per image on one side of an A3 page, a record will be kept.

**Australian Model Railway
Association Western Australian
Branch [Inc.]**
PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosie.pearce@bigpond.com

Vice President

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Ron Fryer – 9401 3514
email – not available

Committee

Alan Burrough – 9316 1045 [work]
email – alan.burrough@det.wa.edu.au

Niels Kroyer – 9315 9635
email nkroyer@portbouvardltd.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Steve Rayner – 9379 1147
email – SteveRay@westnet.com.au

Rod Tonkin – 9309 5338
email – rjtonkin@iinet.net.au

Editor

Ted Thoday – 9310 6316
email – mandtt@ca.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

Small Lathe. The Management Committee has become aware that the small lathe has not been used for at least the last five years. Some members have shown an interest in purchasing this lathe.

If any member objects to the lathe being sold, please contact the Management Committee.

If members consider that the lathe can **and will** be used the Management Committee will need to organise for someone to demonstrate how to use the lathe.

If there are no objections the Management Committee reserves the right to sell it to the highest bidder.

Frans Ponjee
Branch President

Model Railway Exhibition Update

This year's Exhibition is starting to come together, I am still waiting for replies from various Exhibitors to tell me what area they require for their exhibit. I have had a meeting with Channel 10 regarding advertising and promotion and the response has been good so far.

We will again be supporting The Starlight Foundation, talks are in progress.

This year's Exhibition will have several new exhibits and if you are interested in exhibiting but have not yet told me, please contact me as soon as possible.

As normal we will be requiring plenty of volunteers to help with the Exhibition. Please keep these dates free so you are able to assist –

Thursday 28 May	–	Transport and set-up
Friday 29 May	–	Set-up
Saturday 30 May	–	Exhibition open to public
Sunday 31 May	–	Exhibition open to public
Monday 1 June	–	Exhibition open to public followed by take-down
Tuesday 2 June	–	complete take-down and return infrastructure to Clubrooms

We will need a mobile office for our staff, if anyone has or knows of a suitable caravan please contact me.

Further information will be included in the April issue of *The*

Branchline, together with volunteer roster forms.

Frans Ponjee
Exhibition Manager

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

From the Editorial Desk

***The Branchline* – April issue deadline.** Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 28 March please. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 27 March
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 28 March
- For items transmitted electronically via e-mail – 1800 Saturday 28 March email address is mandtt@ca.com.au – please use subject heading *The Branchline*.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on **Saturday** 11 April – includes pre–exhibition material

Please note the intended dates for *The Branchline* publication for the remainder of 2009:

	Editorial deadline	Assembly, etc.
June	Saturday 30 May – for routine material Sat 6 June – for exhibition reports	Saturday 20 June – will include exhibition reports and AGM material
August	Saturday 1 August	Saturday 15 August
October	Saturday 26 September	Saturday 10 October – will include Minutes of 2009 AGM
December	Saturday 21 November	Saturday 5 December

Ted Thoday

Members Only Table Top Sale

Will be on Saturday 14 March, starting at 1430 and finishing by 1630.

Members will be able to buy the use of a trestle table top from which they can sell their surplus model railway equipment. Requests to buy the use of a trestle table top, together with payment of \$10.00, are to be made to the Branch Treasurer before 1600 Saturday 7 March. Payment at time of purchase – cash only.

The number of tables available is limited – first in best dressed applies. The purchaser of the use of a table may share the table with others.

Selling is restricted to members only – no traders will be permitted.

Members who are also model railway traders will not be permitted to use the sale to dispose of their, perhaps slow moving, normal retail stock.

Some stock from our Branch's market facilities will also be available for purchase.

Any interested person, member or non-member, will be able to make purchases at this sale.

Literary Lines

The very generous donations of books, magazines and video tapes, etc. keep coming in. Thank you very much to the following for their donations –

Dennis Ling	John Neville	Ralph Cope	Mike Cazalet	Ken Ireland
Terry Wright	Dr. Wager	Graham Watson	Alan Porter	Werne Dunwoodie
Geoff Mercer	Ted Thoday			

Library - on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Chris Paterson
Branch Librarian

Around the Layouts

Haltwhistle

The layout is running well and is in for a lot of running time due to the *Swan View* layout being put off limits due to damage done to line side structures. It looks as if the damage has been caused by the trains leaving the track due to them being driven too fast.

The *Haltwhistle* team members will monitor the running on the layout to make sure the trains are running at a reasonable speed to avoid damage to *Haltwhistle* layout and to allow members to have a fair share of operating time.

Tom Stokes
Layout Supervisor
Haltwhistle

Denver, Santa Fe and Valentine Railroad

Progress continues on the scenery, with plastering being applied to modules A and H occurring Saturday 17 January. Peter and Murray, who are developing the scenery on modules F and G, have already claimed the honour of being first. Alan Higgs has installed some great looking culverts which will be visible behind the [yet to be constructed] high bridge on H module.

The wiring consultant has discovered an unconnected section of the wiring and rectified the problem. The DC/DCC switching panel will hopefully be finished by the time you read this and the control panels will have directions added to the schematics.

It is pleasing to see several members running trains on the layout. Our DC entrenched Treasurer was recently spotted, NCE handpiece in hand, happily running your scribe's 2-8-0. Also our President was earlier observed running his UP diesel and a 2-10-2 on the same loop. Whoever placed a third loco on his loop which was not under his control made his life very difficult. This was an unkind and thoughtless act, especially as this was Fran's first use of the handpiece. Strangely, it was a 2-8-0.

Craig Hartmann
Alan Burrough
D, SF & V RR Coordinators

Volunteer Required

At the last Management Committee meeting it was decided that some of the items stored in the depths of the store area should be displayed for other members and visitors to our Clubrooms to see, rather than try and gather dust in the storeroom.

To kick this off your Committee is looking for someone to help sort out the collection of Hornby O Gauge tin-plate models which was donated to our Branch in the past. Over the past few Saturdays you may have seen Ted and I photographing and cataloguing these models.

It is a crying shame that it is sitting in the store where it cannot be seen. Is there anyone out there who is willing to try and help with this rewarding task? If you would like to give this a try please talk to me about it.

John Maker
Branch Vice President

Interesting Website

My attention has been drawn to <<http://local.live.com>> My understanding is that this is a Microsoft site that, for want of a better description, combines the best of Google Earth with aerial photography, giving better resolution and the ability to look at side views from all angles.

The information came from the UK, so it is possible that the site only gives images of the UK.

You're Never Too Old

Howell Day of the USA still modelling at 92 years. Nobody has been able to convince him that life is too short to be scratch-building at his age.

So, Ron Richards, if you are still thinking of making C & L points don't be discouraged, keep modelling you will get a lot more pride in the finished product than any purchase of a manufactured product.

[There's hope for some of us elderly ones who will have to live to around 150 to construct all those kits stashed away in our cupboards. Ed.]

George Noble

Photograph of
Howell courtesy
of *Model
Railroader*
magazine



Cooked Models

The weather, since the last issue, has been a touch warm to say the least. So we should be careful with our models being transported from our home to either a club or other modellers' homes. It doesn't take long for the temperature in the car to rise and not only is that bad for us and our family and pets, but for our models too. So take care on these warm days and look after yourselves and stay cool.

Just in case you are a non-believer there's a very good example displayed in our Clubrooms

Membership Matters

Since the last issue of *The Branchline* we have had four new members join our Branch.

Please welcome –

William Burton	Gosnells	HO
Phil Burton	Gosnells	HO
Pauline Burton	Gosnells	HO
Richard Percy	Hillman	HO

Please make yourself known to the Duty Officer at your first few meetings. I encourage you to ask questions as there are many aspects to our Branch. Time at our clubrooms is never wasted.

Around the SIGs

British Railways Modellers Special Interest Group

The subject for the November meeting was BR Engineering Trackside Bits and Pieces. Until the overhead electrification schemes of the 1960s, the engineering Bits and Pieces to be found on British Railways from 1948 onwards were basically those of the Big Four that BR had inherited. These items varied somewhat from one Big Four company to another but by and large there was a common-ness about these items. What follows therefore is of a general nature but there might well be slight differences for individual regions of BR. Again a full set of notes is available on request.

After our break we continued with –

New Acquisitions –

Ron Fryer – showed a book *British Railways Locomotives and Other Motive Power* – combined volume. [Ian Allan] 1974 Spotters pocket book that he bought for \$6.00 at the Craft and Antiques Fair at Claremont Showgrounds recently. Ron also told about a DVD that he had bought from John Martin for \$2.00 called *The Story of Steam* introduced by David Shepherd and narrated by Nigel Harris. 109 minutes of excellent film.

Ron Richards – showed two Classix model vehicles, both were models of a Ford E83W Thames Van, one in the livery of the National Coal Board and the other in British Rail livery.

Steve Raynor – showed models of a 1:144 M4 Sherman Tank and a 1:144 M18 Hellcat Tank that he bought to put on his N gauge Warwell wagons. He also showed his partly built model of a LNER full brake [Gresley D113] also N gauge.

Geoff Mercer – brought along the following –

- a Bachmann 34ton 5rib Ballast wagon in Railtrack livery
- a Bachmann 80ton GLW BDA Bogie Bolster wagon in Railfreight colours
- an EFE Bedford OB Bus – Bere Regis
- a Roadscene Scania R series Curtainside truck – Eddie Stobart
- an Original Omnibus East Lancs Millenium Lowlander – Ipswich Buses Centenary
- a Bachmann 45tonne TTA Tank wagon unbranded [Gas oil] in black and, finally
- a Hornby Class 60 Co-Co Diesel Electric locomotive *Samuel Johnson*

Peter Sapte – advised that he has been notified that the Bachmann model of the Patriot [parallel boiler] was available at the recent Warley Show

Terry Hammond recently went to the BRMA Convention in Woollongong and made some purchases from the Convention and a couple of retailers whilst over there. These are some of the

things he brought back –

From the Convention –

• 1 set SR Coach decals [Maunsell and LSWR] – PC Models Sheet 9	\$2.00
• Shire Scenes [53] LSWR single wheelbarrow – etched brass	\$1.00
• Shire Scenes [59] Single wheelbarrow – etched brass	\$3.00
• Dart Castings – Fire Buckets and stand – white metal	\$1.50
• 2 Parkside kits – PC02 Open Wagon and PC10 Medium Goods Wagon	\$4.00 each
• Airfix Signal box kit	\$5.00
• Oxford Diecast Ford Popular car	\$6.00
• Springside – Morris Minor 1000 car – white metal kit	\$5.00
• Bachmann Conflat complete with 2 AF Containers	\$10.00
• Hornby private owner wagon <i>Thomas Meakins, Dorking and LBSCR</i>	\$10.00
• Mainline private owner wagon <i>Warrener, Lincoln</i>	\$10.00
• Hornby 20ton Brake Van	\$5.00
• Book <i>Bullied's SR Steam Passenger Stock</i> – David Gould	\$10.00
• Book <i>South Eastern & Chatham Railway Album</i> – P.K.Jones	\$10.00
• Book <i>Southern Colour Pictorial</i>	\$2.00
• Book <i>Plastic-bodied Locomotives</i> – Tim Skackleton	\$15.00
• Book <i>Historic Locomotive Drawings in 4mm Scale</i> – F.J.Roche	\$10.00

From Tom's Hobbies & Trainorama, 1001 Victoria Rd, West Ryde, NSW.

	normal – price – sale	
• Dapol SR 10ton 7plank open wagon + coal	21.80	15.00
• Dapol private owner wagon <i>W.Simmonds, Oxford</i> 5plank + coal	20.50	15.00
• Dapol private owner wagon <i>White & Beeney, Hailsham</i> 7plank + coal	21.60	15.00
• Dapol private owner wagon Renwick & Wilton,		
• Torquay & Dartmouth 7 plank + coal	21.60	15.00
• Dapol private owner wagon <i>Black Rock Quarries, Portishead Somerset</i>	19.30	15.00
• 3 x 600gm bags Ground cover	6.00ea	3.00ea
• 6 x bags Plastic gates/Hydrants and other House/Street bits	24.00	1.00ea
• 6 x Kerroby Models N gauge Tractor white metal kits	4.00ea	1.00ea
• 1 x Selley's bag 12 chickens and roosters	4.00	1.00
• 5 x Scale Structures Crates – 3 sizes	4.80 to 5.40	1.00 ea

From Woodpecker Models –

• Springside Ground Signal, double type – white metal	\$4.00
• Springside Ground Signal, single type – white metal	\$3.50
• Springside Heron and Seagulls set – white metal	\$3.50
• Springside Fisherman and Basket – white metal	\$3.50

• Springside Goats – white metal	\$3.50
• 2 x Springside Cats and Birds – white metal	\$3.50ea
• Springside GWR Platform Seats – white metal	\$3.50
• 11 Oxford Diecast Mk. 7 Jaguars	\$5.95ea
• Oxford Diecast Mk. 2 Jaguar	\$5.95

From Hobbyco –

• Oxford Diecast cars – Morris Oxford/MG.TC/Ford Popular/ Morris 8 Red and Green/Co-op Milk Float	\$5.95ea
--	----------

From Railway Heritage Centre, Central Station, Eddy St, SYDNEY – a number of books –

• <i>The Meon Valley Railway Revisited</i>	\$35.95
• <i>Locomotives in Detail – Maunsell 4-6-0 Lord Nelson Class</i>	\$50.00
• <i>Railways of Hampshire</i>	\$45.00
• <i>Illustrated History of Southern Wagons [LSWR and S&DJR]</i>	\$35.00
• <i>The Leader Project</i>	\$60.00
• <i>LSWR Carriages Vol . 3 – Non-Passenger Carriage Stock</i>	\$83.00
• <i>Illustrated History of Southern Push-Pull Stock</i>	\$89.00
• <i>Diesels on the Southern</i>	\$45.00
• <i>Heyday of Stewarts Lane and Locomotives</i>	\$25.00

Found by his wife on Ladies Tour –

• <i>Railways an Anthology – Jack Simmons</i>	\$8.00
---	--------

As if that wasn't enough Terry also showed a 'Yat Ming Petite' Collection of a Mini Cooper S [BMW type Mini] and that was Terry Hammond's little list! Good job he and his wife returned to Perth by train!

Alan Porter showed another Oxford Diecast model, a lovely black Triumph Mayflower, also a Hornby BR 4-6-2 Britannia Class Locomotive *Anzac*, weathered, that he bought at the BRMA Convention in Woollongong. He also showed a Bachmann BR Class G2A 0-8-0 [Ex LNWR] locomotive 49395 in black.

Doing Things –

Steve Raynor showed the Gresley D113 Full Brake kit that he is building and also two Parkside Dundas Grampus Ballast Wagons that he has built from kits.

Ron Richards has been making Slater Kits instead of points for a change.

Next month is our Quiz Night and a little bit of Christmas Cheer. Merry Christmas to you all.

As with the GWR meeting, for the December meeting we reversed proceedings and started with –

New Acquisitions –

Ron Richards showed two trains?? - one a pull-along of engine and two trucks complete with blocks, and the other as per the GWR report. The less said the better!!

Ron Fryer brought in two books from Midland Counties –

- The Heart of England by R.Talbot & R.Whiteinan £4.99 [was £9.99]
- English Country Churches by D.Brabbs £4.99 [was £9.99]

Both books are very useful in modelling the English countryside and buildings. The mind boggles at the endless variations that you could achieve using a combination of the Superquick, Bilt-Eezi and Metcalfe church kits and yet still be prototypical.

Alan Porter first showed us three DVDs –

- Railway Modeller DVD Xtra No. 5
- Vol. 8 – Brit. Transport Film Collection - Points and Aspects – 2-disc set
- Vol. 9 – Brit. Transport Film Collection – Just the Ticket – 2-disc set

Secondly he showed us a Bachmann model of the parallel boilered Patriot 4–6–0 No. 45503 *The Royal Leicestershire Regiment* CK22. Rather nice.

Thirdly he then showed from Kernow Model Centre a Wills Water mill kit and two Dapol Rectangular tank wagons –

- I.C.I. Ltd, and
- Wm Butler & Co (Bristol) Ltd.

Doing Things –

Steve Rayner again showed the four N-Scale tractors that he bought off Terry Hammond.

Alan Porter showed the Wills Water mill kit and looked at just how he would have to make it up. He didn't quite realise that all he got was full sheets of embossed plastic and that he would have to cut out all the doors and windows, etc.

We now came to the Quiz. As normal we had several rounds of questions and I think that it's time we changed back to our original system of one person organising the questions. Some of the questions were again rivet-counting. One of our members [no name, no pack drill] asked the following – "Where were the first Diesel brake tenders trialled in England? His answer? – **Scotland!!!** All I can say is that it was a good job that we were not celebrating Hogmanay, else he may well have been bashed to death with a haggis! I ask you what hope have we? He was quickly trodden on and the question disallowed.

All in all we had a pleasant evening. After the Quiz the usual mince pies, cake and bubbly were on hand courtesy of our Committee and our thanks to them. Our thanks also to Alan Porter who each month has supplied the detailed facilitation notes on all the subjects, even when he went cruising on the 'love' boat. Thanks Alan from all of us.

The programme for 2009 is still not 100% ready but will be by the time that this epistle appears in *The Branchline*

Great Western Railway Special Interest Group's December meeting Quiz Night.

For this one evening we reversed the order of proceedings and opened with –

New Acquisitions –

Doug Firth showed an Oxford Diecast Series 1 Land-Rover similar to one he owned and obviously had a great affection for. He also showed a Ferguson tractor that had been part of a keyring, it appeared to be very slightly larger than 1:76 scale.

Steve Rayner showed four of the N scale tractors that he bought from Terry Hammond, two we his and two were our Branch's. He had assembled and painted them and they looked delightful. Put in a line behind Doug's tractor they looked just like a mother duck and ducklings. [We will not waddle down that path again!]

Ron Richards showed his Christmas 'cheer' train. Glass snowballs on trucks, given to him by a well-meaning daughter.

Doing Things –

Doug Firth showed his Hornby GWR Lorna Doone Class 4-2-2 to which he has added a driver and fireman plus adding a bigger footplate extension. Also showed his attempt at making tarpaulin covers for wagons. Alan Porter promised to show him just how he makes his. He then told us about his progress in chopping the small standard issue Tri-ang clerestory brake coaches and remaking them as C23 10-compartment all third coaches and V4 Passenger luggage vans. He showed us the result of his V4 Van. Very promising. Keep up the good work.

John Brenchley showed a completed model of a standard type V4 van made from a kit obtained from the 2mm Scale Association – it has a resin body and brass underframe.

We then proceeded to the main event of the evening – the Quiz!

After several rounds of questions, some of which were very questionable and really rivet-counting, we totted up our scores and I think that the general opinion was that we didn't know much! That is, all except Ron Richards who answers his own questions and amazes himself by getting them correct but then admits that it's no fun unless you cheat.

Food and bubbly followed and we all thanked Alan Porter for the copious facilitation notes that he has provided throughout the year. Thanks Alan.

The programme for 2009 has been set and very interesting it looks. Why not come along and join us, we would be very pleased to see you.

The subject for the Group's January meeting was GWR Livestock Traffic. The livestock that was carried by the GWR can be classified broadly into three types –

- high shouldered [horses and cows],
- medium shouldered [goats and sheep] and
- low shouldered [dogs, rabbits, poultry, etc].

(Continued on page 14)

Programme

Explanatory notes for programme events are in the 'What's On?' article. Information regarding contact persons, etc. for Special Interest Groups is given in the 'Around the SIGs' article.

Note. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

February

Monday	9	[4]	S Scale Special Interest Group meeting -
Tuesday	10	[5]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	11	[6]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	13	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	14	[8]	General Activities
Tuesday	17	[9]	Daylighters Group – daytime meeting
Wednesday	18	[10&11]	Great Western Railway Modellers Special Interest Group meeting – GWR Locomotive and Brake Van Lights
Friday	20	[12&1]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	21	[2]	General Activities
Tuesday	24	[3]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	25	[4]	British Railways Modellers Special Interest Group meeting – Black 5 4–6–0s built by BR
Friday	27	[5]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	28	[6]	General Activities

March

Monday	2		Using the Internet to help you with your Model Railway needs. <i>[Labour Day Public Holiday]</i>
Tuesday	3	[7]	Daylighters Group – daytime meeting
Friday	6	[8]	N Scale Special Interest Group – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. General Activities

Saturday	7	[9]	General Activities
Monday	9	[10&11]	S Scale Special Interest Group meeting –
Tuesday	10	[12&1]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	11		DCC Special Interest Group meeting – venue TBA
Friday	13	[2]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	14		Members Only Table Top Sale – start 1430 – general buyers welcome. Plus – See separate article in this issue General Activities
Tuesday	17	[3]	Daylighters Group – daytime meeting
Wednesday	18	[4]	Great Western Railway Modellers Special Interest Group meeting – Bring, Run and Tell about a GWR train
Friday	20	[5]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	21	[6]	General Activities
Tuesday	24	[7]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	25	[8]	British Railways Modellers Special Interest Group meeting – Bring, Run and Tell about a BR train
Friday	27	[9]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	28	[10&11]	General Activities
Tuesday	31	[12&1]	Daylighters Group – daytime meeting

April

Wednesday	1	[2]	LMS Modellers Special Interest Group meeting –
Friday	3	[3]	N Scale Special Interest Group – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. General Activities
Saturday	4	[4]	General Activities
Monday	6		Maintenance of your Model Railway Layout.
Tuesday	7	[5]	Daylighters Group – daytime meeting
Wednesday	8	[6]	DCC Special Interest Group meeting – AMRA Clubrooms
Friday	10		Good Friday - No Meeting

Saturday	11		Easter Saturday – The Branchline assembly followed by General Activities
Monday	13	[7]	Easter Monday – S Scale Special Interest Group meeting
Tuesday	14	[8]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –

(Continued from page 11)

Broadly speaking, the last mentioned would be in cages and would be carried in the guard's compartment of a passenger train or by parcels train and the movement of medium shouldered animals on the GWR was in conventional cattle wagons.

Therefore our consideration of GWR livestock traffic can be limited to the wagons that carried the high shouldered animals of which there were three different types of vehicles as follows –

- Cattle [code named MEX before 1943, OX and OXFIT after 1943] – W Diagrams
- Prize [or pedigree] cattle [code named BEETLE] – W Diagrams
- Horses [code named PACO] – N Diagrams

A full set of facilitation notes are available on request. After a break for a cuppa, we continued with

New Acquisitions

Roger Solly who showed a booklet, *The GWR Engine Book 1932*, published by the GWR, Paddington price 1/- [one shilling]. He then showed an employee's handbook of the Emu Bay Railway Co., called *A Locomotive Handbook for Drivers, Firemen and Cleaners*.

Doug Firth showed a book that he had treated himself to. *A Pictorial Record of G.W. Architecture* by Adrian Vaughan, published by OPC. He then showed us his bookbinding ability by covering a 4-ring binder in chocolate and cream coloured materials with the inscription 'GWR SIG Notes' in gold lettering. Orders from members are pending! He also showed the latest version of the Hornby Class 27xx GWR open cab 0-6-OT. Very nice!

Steve Rayner showed his Oxford Diecast model of an OB Bedford BR bus in N Scale. This is an exquisite model.

Alan Porter showed the latest *MODEL RAIL* DVD and the latest edition [6th] of *Ramsey's British Model Trains Catalogue* now in full colour.

Ron Fryer brought in four books that his wife had bought for him, as a Christmas present, from Amazon Books in the UK, they were as follows –

- *St Pancras Station* [Simon Bradley] from Profile Books,
- *The Subterranean Railway* [Christian Wolmar] Atlantic Books,
- *150yrs of the Lancashire & Yorkshire Railway* [Noel Coates] Hawkshill Publishing
- *The Thames* [Paul Atterbury & Anthony Haines] Cassell Paperbacks.

His wife had left the invoice in this book and it read “value of book 1p plus postage £7.00”. Ron

also showed a second-hand Hornby model of the Lord of the Isles 4-2-2 locomotive and he admits that it doesn't pull anything but he has always wanted the model. He also showed a fridge magnet from the UK depicting the Lancashire & Yorkshire Railway.

Doing Things

Doug Firth showed us that he still working on his clerestories. Barry Peacock and Ron Fryer brought in their efforts to help him and show him how they had made them. He is also changing and extending his layout.

John Brenchley showed a selection of wagons that he has been working on over the holiday period.

- A Macaw B 45-foot bogie bolster wagon constructed from one of two etched brass kits that he had shown members at the December meeting. He has built it to represent a Diag. J21 version with angle trusses, and modelled it carrying a load of cut timber. He plans to build the second kit as an earlier version Diag. J4 with rod trusses.
- A Mink A, 10-foot van representing a standard height version of Diag. V4. The model was constructed from a resin body and etched chassis, both purchased from the 2mm Scale Association. He had previously shown this model partly painted at the December meeting. He had now completed the painting, lettering and weathering.
- A Mink C, 20-foot van constructed from an all plastic Parkside Dundas kit purchased from the N Gauge Society. He built the kit some years ago but has only now commenced airbrushing and lettering it. The numbers have still to be added as John is not certain which [if any] of these vans ran with the style of brake gear represented by the kit.
- An Open C, 25-foot 4-plank wagon constructed from a plastic Chivers Finelines kit purchased from the N Scale Society. As with the Mink C, he has only recently started painting, lettering and weathering this wagon.

So ended another very interesting meeting. Our thanks again to Alan Porter for providing the facilitation notes.

Sn3½ Special Interest Group

The December meeting was the final meeting of the year for the S Scale Group. Thirty four keen members turned out for what was a lively and enjoyable meeting. Murray Hartzler, who has been absent for a couple of meetings [without a note from his Mum], was in fine form as were a number of other members, as the repartee flew free and easy.

Perhaps that's why this time of the year is sometimes called the silly season. Gary Gray gave his apologies as he has been in hospital and all the members wished him a speedy recovery. Stuart Mackay was also to be hospitalised over Christmas and a number of members have expressed their good wishes, which Stuart appreciated.

Graham Watson called the meeting to order a little earlier than usual at 2000 after everyone had well and truly renewed acquaintances exchanged ideas and stocked up on bits and bobs from Railwest, GA models and X class models.

Graham reminded members of the upcoming Model Railway Exhibition in June 2009 and again confirmed that *Swan View* would be the official Branch layout for the event.

Stuart Mackay drew members' attention to the 2009 draft SIG program which he emailed to members

in early December for their responses and suggestions. Thanks to all those who responded and all suggestions have been included.

The topic for the evening was *Modelling the Exhibits at the ARHS Museum*.

Members were asked to Bring and Show items that they have modelled from the Museum. This was a suggestion made by Bill Gray in 2007 for this year's program and it was a fitting finale for the final meeting of 2008.

As agreed by the members present there were to be two categories of models brought and shown. These were to be the actual items as seen at the ARHS Museum such as the X class DE locomotive 1001, *Yalagonga* or *Kia Ora* and the other category was to be models of items similar to those at the Museum but not specifically numbered or lettered as being models of those items.

Stuart Mackay was first to show his *Kia Ora*, U664, X 1001 which are all preserved at the museum and an XA hopper similar to that at the Museum.

Neil Blinco showed his model of N201, a 4-4-4 tank locomotive which is preserved at the Museum.

Bill Gray showed his model of the diminutive No. 4 0-4-0 shunting loco, Andrew Barclay, an NF timber jinker, an I wagon, two J wagons an O van and a ballast plough. Bill also showed his scratch-built DC van, 3 FD vans but forgot to bring and show his AYC/AYD Australind coaches of which he has a complete set including an express guards van.

Alan Penstone brought in his model of an Es locomotive and 2 AH coaches using Paul Tranter's castings of many years ago.

Murray Hartzler showed his V class locomotive and an XA hopper both scratch-built models of those on display at the museum.

Ken Shenton showed his scratch-built model of a MRWA FA Guard's van, a JA compartment coach in MRWA livery and his incomplete model of MRWA diesel, F42.

Lynton Englund had a range of models all built and inspired by the prototypes from the Museum including a the ZF guard's van, ADF locomotive *Hovea*, a Shunting tractor ST1, an ACL, an F class diesel, a kit built *Kia Ora* using Lynton's own castings, an O class steam loco, an A class 2-6-0 steam loco and two varieties of the two G class locomotives, a 4-6-0 and a 2-6-0 version.

Brian Norris showed his Fs steam locomotive, his model of N201 and a kit-built P class which can all be seen at the Museum.

Graham Watson as usual was last to display his models all of which drew inspiration from the Museum items including a scratch-built A class loco with a spud tender drive unit, a QBB wagon, a scratch-built ZF guard's van in NE Timber, an NFA and a GM wagon, *Kia Ora*, O class 217, H18, an ST1 and finally a motorised gangers' trolley.

By the end of the Bring and Show there were 48 items which were models of those prototypes displayed at the ARHS Museum with over half being models of the exact numbered and lettered items on display.

The first meeting for 2009 was held on 12 January and was billed as a *Bring and Show what you received, or better still, what you treated yourself to for Christmas*.

Thirty two members were in attendance and the evening proved as interesting as ever.

The formal part of the evening opened with the ringing of the bell at 2030. Graham Watson proposed that the Group use the last Friday of the month running night to make any modifications and preparations to *Swan View* for the June exhibition. This will give us a total of five nights to prepare the layout, if required. Bill Gray is now the WA representative for the ASn Modeller so if you have any suggestions or wants any information Bill is the one to see.

Gary Gray reported on his latest kits from his Double G models range which will soon include a wooden buffer stop, a cattle grid, and coal loads to add to his range of cranes, platform sides and small line-side buildings.

Alan Bone showed his locating lugs for locking layout modules. Alan's ingenious little design is simple cheap and neat and guaranteed to give smooth, trouble free connectivity between modules.

Graham Watson showed a number of Items available through Railwest models including sleepers for hand-laid track, brass W irons designed and produced by Don Moir specifically for WAGR/MRWA wagons, brass 5'6" bogies if added weight to a wagon is required or just if you just prefer brass to white metal.

Gary Gray showed his recently assembled JR tank wagon which he received from GA models just in time for Christmas.



Noel Zeplin's 1961 photo of an MSA on an ARHS excursion in the early 1960's

Stuart Mackay received a JN Tank from GA models too and it is almost assembled. Both the JN and the JR are Greg Aitken's latest models from his wide range of WAGR wagon kits and they are

about the easiest to assemble though you need to get the domes carefully into position as the super glue grabs them very quickly.

Stuart also showed his delightful Mantua classic model of an articulated logging locomotive which will serve as the basis of an MSA Garret, in the fullness of time. Stuart also received an S scale 1957 Ford Fairlane from one of his son's for Christmas which will look nice on his layout. Road vehicles are the theme for next month's S Scale Group meeting so the Fairlane will probably be aired again.

Finally, Stuart showed off a pair of Southern Cross Models 5'6" spring-loaded bogies which he acquired from Gary Schwartzrock just prior to Christmas. Joe Moir commented that the WAGR has some of these bogies and some research is required to see which wagons did. They run very well and do not look out of place under a VF van. They cost about double the Railwest equivalent but Gary is trying to get the price down. Meanwhile, they are worth the money for one or two pairs just to see how smoothly and realistically they run. Members can read about them in the last ASNM.

Kelvin Davis showed his DCC Concepts Spray Booth which he acquired just before Christmas for around \$300. This is a fine piece of equipment for the serious modeller who also wants to limit his intake of fumes. The box enables the modeller to spray his models in-doors if desired.

John Hatch showed a box of plastic drawers he received for Christmas which will hold a host of modelling bits and pieces. He also showed some hand-made points he has made using Don Moir's formers, which he can make three times as cheaply as second-hand Peco points. John's last item was a nice piercing saw from the jeweller's suppliers at 25 Barrack St in the City.

Doug Firth showed some of the wagons he has been putting together using Railwest kits. Doug's wagons included a GE wagon, a QRB and a ZA composite coach. Doug also showed the latest Railmaster catalogue he ordered for Christmas but was disappointed in the range of vehicles and figures he was interested in.

Gary Pilmoor told us how his wife Hazel was such an avid modeller and supporter of Gary's modelling that she bought two Australian HO locomotives for him for Christmas. They were an EL and a DL from Auscision and Austrains, which were beautiful models [for HO!]. Finally Gary showed a DVD with six hours of US railroad visuals, which, he said, is guaranteed to put you asleep in half an hour.

Ray Cooper reported on the progress he is making on the modules for his proposed Yarloop layout which is an ambitious project but should be a fantastic fusion of the timber lines and workshops and a main WAGR line. We await to hear of further progress.

Graham Watson closed the formal part of the evening after he showed his Christmas present bought for himself. It was a set of electronic Verniers which Graham paid \$39.95 and one is fairly safe to assume it was a bargain.

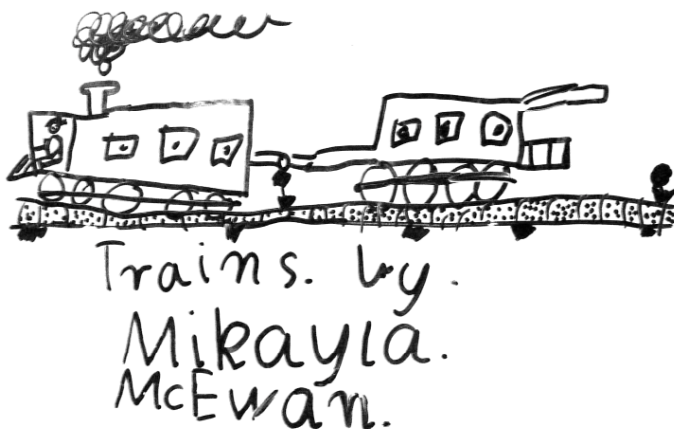
Both the December and January meetings of the S Scale Group were highly informative, challenging and interesting so if you are at all interested it is good to know that we meet on the second Monday of every month at 2000 at the AMRA WA Branch Clubrooms in Moojebing St, Bayswater. New members and visitors are always welcome.

Contact Graham Watson on 9250 1084 email <grahamrwatson@hotmail.com> or Stuart Mackay on 9310 3858 email <mackays@iinet.net.au> for information about the S Scale Group, its activities and availability of S Scale kits, etc..

Contact persons for Special Interest Groups are:

British Railways
Digital Command Control
Large Scale
Great Western Railway Modellers
LMS Modellers
N Scale
North American Railroads
S Scale

Gordon Bramwell	0432 871 197
Richard Johnson	9455 6421
Jim Gregg	9298 9442
Roger Solly	9444 7812
Alan Porter	9330 1848
Neill Phillips	9403 0924
Peter Scarfe	9359 2281
Stuart Mackay	9310 3858



From the Scribe's Quill

Meeting No. 317 – December 2008. The major items of business dealt with at this meeting were –

- The Vice President advised that there will be a Bring and Buy sale in March 2009, to be limited to AMRA non-trade members for selling. Cost of tables will be \$10, but tables can be shared.
- The Exhibition Manager advised that Exhibition arrangements are progressing well. He has been in contact with Channel 10 for television advertising and is hopeful of a good result there. Emails have been sent to all potential exhibitors to confirm attendance and area arrangements.

- The Committee is investigating a Velcro friendly cloth that could be utilised as an alternative fascia finish to paint and which has the added advantage of easily holding the black drop-cloths that hide the legs on each exhibition layout. *Frans River Line* will be the first layout to use the cloth and a further decision will be made after that trial.

Meeting No. 318 – January 2009. The major items of business dealt with at this meeting were –

- There has been some unpaid use of the photocopier in the library. All potential photocopier users will need to contact the Duty Officer prior to using the photocopier for the insertion of an operator code. All photocopier usage is to be recorded in the log book near the machine.
- One of our members has agreed to investigate the reinstatement of his electrician's licence so that he can tag electrical items for the Exhibition again this year.
- The Exhibition Manager advised that Exhibition arrangements are in hand with many Information Sheets being returned. Currently there should be 62 exhibits with some 36 layouts and only ten traders. He will be developing the floor plan in the coming weeks with a view to determining whether a second hall will be necessary again this year.
- The Committee agreed to the cataloguing of the AMRA O Gauge tinplate collection with a view to refining the holdings. There is also a need for a volunteer [or group] to develop a display of those items in better condition. More elsewhere in *The Branchline*.

Management Committee Submissions. The Management Committee frequently receives items for consideration shortly after a Committee meeting has been held. This means that these items do not get considered until the next Committee meeting up to four weeks later. In an effort to resolve this problem we publish the deadline date for submissions to be received by the Branch Secretary. Items can be posted to the address on page 2 of this issue or placed in the Secretary's pigeon hole.

The **Submission deadlines** are –

Submission deadline	for	Committee meeting
14 February		19 February
14 March		19 March
18 April		23 April

A Prototype for Everything

We sometimes think that the tree models, on out layouts, which are made of sea sponge and similar natural odds and ends look anything like the real thing.

While on holiday recently Roger and Carol Solly visited the Hobart Botanical Gardens and took this photograph.

Yes, there is a prototype for everything, including trees made from sea sponge, etc.



VHS Tapes and DVDs

Over the past few months a number of members have talked about the problem of having a large collection of VHS tapes [which take up a lot of storage space] and the increasing use of DVDs [which take up much less space].

With the impending changeover from analogue TV transmissions to digital, with the need to update television sets and associated equipment, it was found that players for VHS tapes were rapidly disappearing from the market – this would make the investment in VHS tapes useless.

Being faced with this problem I went looking – I found two, both by Samsung, one for around \$300, the second around \$500. The difference between these two units was that the \$500 version has a digital tuner – the staff in three major outlets all said that if I have a digital TV this wasn't necessary as the tuner replaced that set-top box required for analogue TV sets to receive digital signals. This was not strictly accurate, as John Maker and I found out when setting up the \$300 version – the tuner is for the player's internal TV signal receiver. Without trying to go into technical detail, from my point of view this could be ignored – it just requires a couple more buttons to be pressed to get the signal from the player into my TV set.

The Samsung unit will play either DVDs or VHS tapes and has the added facility that it will dub from VHS tape to DVD at the press of a couple of buttons – the unit does all the set-up formatting, etc.

Dubbing speed as the same as the playing speed of the VHS tape.

The player is a Samsung DVD-VR375 – full specification, etc. is available for downloading from www.samsung.com.au/consumer/detail/features RRP is \$349.00.

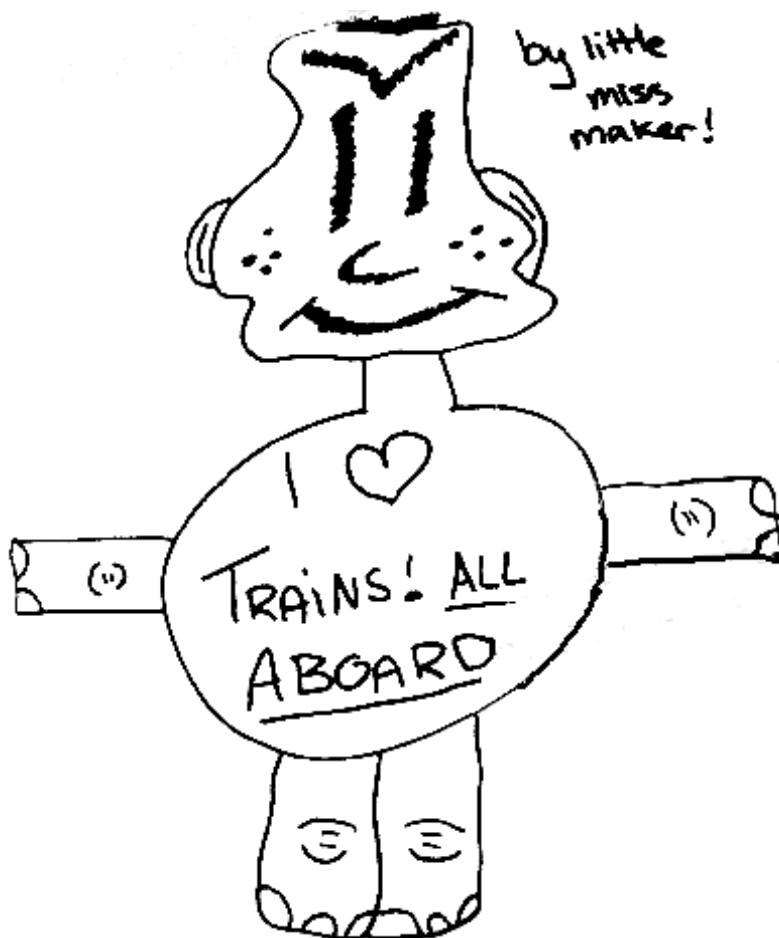
Ted Thoday

What Happens to Old Prospectors? [cars, that is]

In the last issue we published two photographs of old Prospector cars and asked for information on their whereabouts.

Toad Montgomery, who lives and works in the Pilbara, provided the answer.

- The photos in question are taken from the front of the scrap yard in Dundas St, Forrestfield.
- WCA903 and trailer car WCE922 are not scrapped and are stored for Rail Heritage WA.
- Also check here: <http://www.railpage.com.au/f-t11340939.htm>
- Also see this site: <http://www.flickr.com/photos/pm1225/sets/72157605281371114/>



EM Gauge Society Manual Sheets

The latest Manual Sheets received are –

- 3.2.6.(11) – Converting the Bachmann G2A Super D model to EM gauge – while the conversion is not of general interest, the information on taking the loco and tender apart [for maintenance, perhaps] is.
- 5.3.5.(2) – Turnout Operation using Peco point motors is of general interest as it describes the modification using the Peco unit horizontally under the baseboard.

The Sheets are now in our Library copy of the Manual.



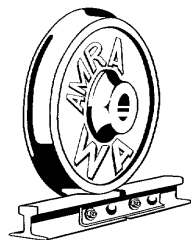
Andy Shaw provided these two photographs of a recent railroad development in the Pilbara

Top photograph – Whaleback's new 1A Road

Lower photograph – Train departs Whaleback on new 1A Road



The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 193

June 2009

Vol 32 No. 3

Frans Fatidic

The 2009 Branch Annual General Meeting

This meeting will be held on Monday 17 August 2009 commencing at 2000. The venue is our Branch Clubrooms at 24 Moojebing Street, Bayswater, WA.

A formal notice, in accordance with our Branch Constitution, calling this meeting is enclosed with this copy of *The Branchline*, together with the Meeting's Agenda and the minutes of the 2008 Annual General Meeting. Please bring these with you to the Meeting.

A nomination form for the various positions on our Branch Management Committee is also included in the Supplement.

All members are invited and encouraged to attend this meeting. Any member 18 years of age or over may be nominated, or may nominate themselves, for any position on our Branch Management Committee. A nomination form is to be completed by the nominator, nominee and seconder and be forwarded to our Branch Secretary as stated on the form.

Any member who is unable to attend the Annual General Meeting may nominate a proxy to vote on his/her behalf, such proxy to be in writing and in the hands of our Branch Secretary before commencement of the Annual General Meeting.

Any member who is interested in being part of the Management Committee please complete a Nomination Form and forward it to the Branch Secretary. If you would like to know more about what is involved please talk to anyone on the present Committee.

Clubman of the Year

Nominations are invited for the award of the *Ted Thoday Encouragement Award for Clubman of the Year*.

The presentation of this Award is normally made during our Annual General meeting each year.

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosie.pearce@bigpond.com

Vice President

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Ron Fryer – 9401 3514
email – not available

Committee

Alan Burrough – 9316 1045 [work]
email – alan.burrough@det.wa.edu.au

Niels Kroyer – 9315 9635
email nkroyer@portbouvardltd.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Steve Rayner – 9379 1147
email – SteveRay@westnet.com.au

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@ca.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

Meeting Format

The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Frans Ponjee
Branch President

Vale Margaret Eagles

It was with great sadness that we learned, during our Exhibition, of Margaret's passing.

Margaret and her husband, Jack, joined our Association in the early 1970s and quickly became involved in the affairs of the recently formed Western Australian Branch.

Both served on our Management Committee and Margaret was Branch Secretary for some years. Without their support, expertise and guidance in those early days it is possible that our Branch would not have grown and achieved the success it has.

Margaret was one of a group of wives and Mums who made cakes, jams and pikelets which we sold over the gate of No. 1 Beaufort Street to passers-by on Saturday mornings to raised enough money to pay for the rent of the building.

This is a good example of Margaret's contribution to our Branch and gives an, albeit brief, indication of the value of her support.

Jack was in the RAAF and his various postings took him and Margaret away from Perth for long periods but they always kept in touch and were always interested in how our Branch was developing.

Jack was the organiser of our first Model Railway Exhibition held in 1976 in the CS Harper Hall in Hay Street Perth. Margaret's support of Jack was of inestimable value.

We extend our sympathy and condolences to Jack and his

family. Several Branch members were among the friends and family who attended the Memorial Service to say farewell to our friend.

Exhibition Manager's Report

What a great Exhibition this year, we had approximately 12,500 people through the door, not including those under five.

I would like to thank all the Exhibitors, Traders and Clubs for making this such a great Exhibition. Without their presence the Exhibition could not have happened and my personal thanks go them. I was told by many that the Exhibition was a good mixture of Layouts, Kindred Societies and Traders.

I would like to thank all those who volunteered their services during the five days of the Exhibition setting up and breaking down and the three busy days of the Exhibition. There are far too many people to name individually but accept my personal thanks to each and every one of you.

A special thanks to James Pearce who obtained free of charge a caravan and spent three days helping in administration.

Thanks also to Tony Poole who, through Stratco, gave us the Garden Shed to raffle which was won by a very delighted family in Thornlie.

This year our Management Committee decided not to hold a Post Mortem because it has been found previously that Exhibitors do not seem to support this function. If anyone wishes to make a comment regarding the Exhibition please do so, in writing, to the Branch Secretary who's address is on page two.

The results of the Judging are tabulated, in part, later in this issue – a copy of the full tabulation is available from John Maker.

This year I believe that our advertising on Channel 10 and Michael Schultz presenting the weather on Friday was a great success, as the comments we got back were impressive, hopefully we can repeat this for next year's Exhibition.

There were some minor problems before and during the Exhibition regarding name badges but these problems will be fixed next year.

I hope next year will be even better and if anyone is interested in exhibiting next year please keep in mind the week end of 5, 6 and 7 June 2010 – notices will go out approximately October/November this year.

Again a big thanks to everyone involved in this year's Exhibition.

Frans Ponjee
Exhibition Manager

Literary Lines

Recently one of our members bailed up Ted and I for not acknowledging, in the April issue of *The Branchline*, a substantial [we were told] donation he had left in the Library on behalf of another person. This is yet another occurrence of someone leaving a quantity of books/magazines in the Library **without any indication** of who the donor is/was.

I have asked, time and time again, now one more time, please find a piece of paper and a pen and write, clearly, on the piece of paper **Donation from [first and second name]** then make sure the paper is attached to the donation with a paper clip, there are some in the Library desk drawer unit. We will then be in a position to acknowledge the donation.

Donations of books and magazines have been gratefully accepted and my thanks to the many members who have donated. A big thanks also to those who have assisted in bundling up the magazines [40 boxes so far!!] ready to be taken to the Exhibition, where they will be sold

Library - on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

From the Editorial Desk

The Branchline – August issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday 1 August** please. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 31 July
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 1 August
- For items transmitted electronically via e-mail – 1800 Saturday 1 August email address is mandtt@ca.com.au – please use subject heading The Branchline.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on **Saturday 15 August**

Please note the intended dates for *The Branchline* publication for 2009:

	Editorial deadline	Assembly, etc.
October	Saturday 26 September	Saturday 10 October – will include Minutes of 2009 AGM
December	Saturday 21 November	Saturday 5 December

Ted Thoday

Around the Layouts

Haltwhistle. The layout is working okay, just a few hiccups which will be looked at after the Exhibition.

Everyone is getting things ready for the Exhibition, so please be patient and the crew will get to fixing any problems as soon as we can.

Tom Stokes
Layout Supervisor

Denver, Santa Fe and Valentine Railroad. It's bridge scratch building season on the D, SF &

V with the installation of Craig's trestle on Module H and Alan's under rail girder bridge on Module A – both are most impressive structures.

Not to be outdone, the Tuesday team of Peter and Murray have been erecting the massive concrete blocks to support the embankment adjacent to the bridge near the Valentine loco service area, in addition to terrain redesign near the station.

We are appreciative of both the arrival of a transformer suitably modified by Dave Edgell and the Committee's approval to order Walthers' Glacier Gravel kit for the mine at Harris. Also the turntable in the loco servicing area is now in operation after some careful fitting and many structures have made their appearance on the layout.

Strips of paper towel soaked in plaster have been applied to modules A and H; another layer of plaster, to which a colouring agent [oxide] has been added, will be painted over the foundation layer. Both modules were lowered for ease of access to the mountainous areas.

The DC/DCC switch has been successfully connected and tested. However, the adjacent switch which gives operators the choice of one DC controller for the whole layout or five DC controllers allocated to different sections was misbehaving; it should be rectified by the time you read this.

Fortunately, the Committee accepted Craig's replacement D, SF & V RR submission [the original has disappeared – we hear Garry is on the Case]. Otherwise, it would be out with the sketch pads, pencils, graph paper . . . and sledgehammers!

Craig Hartmann
Alan Burrough
Layout Coordinators

Around the SIGs

The **LNER Special Interest Group's** first meeting, on 6 May, went off very well with nine members present.

Alan Porter started things rolling with a brief run down on how the LMS, BR, and GWR SIGs came into being and some ideas of their meeting format, etc.

After some 'get to know each other' talk around the table it was into the layout room to run some trains.

Firstly on *Haltwhistle* **Geoff Mercer** ran a Thompson B1 4-6-0 No. 1040 *Roedeer* with six Thompson teak coaches – all from Bachmann Branchline, then from Hornby, J39 0-6-0 No. 1974 with six Gresley teak coaches.

Also putting in an appearance were B17 No. 2866 *Nottingham Forrest* [From Hornby] and B1 No. 1264 [from Bachmann]. Whoops – I failed to note down who showed these.

On *Durham Town* I ran the recent offering from Dapol, 4-6-0 B17 *Doncaster Rovers* and three Gresley teak coaches with a Gresley full brake from an N Gauge Society kit in almost finished teak.

Terry Emmerson ran a Sentinel Steam Railcar in green/cream [a white metal kit on Farish chassis] he had recently acquired on E-Bay and 0-6-0T [Farish generic type] with a short goods train.

Our next meeting will be Wednesday 1 July when Don Henderson will present us with information on the ex-GER 0-6-0T locomotives of the J67, J68 and J69 classes.

Hope to see you then,

Steve Rayner

S Scale Special Interest Group – [An apology. Due to your Editor apparently having a Senior's Moment the Group's notes for February and March were not included in the April issue – here they are.]

The Group's February meeting was well attended by thirty-one keen members of the scale. The event for the evening was billed as *Road vehicles in S scale* with particular relevance to the period 1930- 72.

As is his custom Graham Watson called the meeting to order at 8.30pm and reminded members about the Model Railway Exhibition in June. We are hoping to use the Friday night running nights to spruce up *Swan View*, which is the Branch layout for the Exhibition, and it is hoped that those who are able to attend those evenings are able to lend a hand.

Graham advised that the new Z class body kit is now available from Railwest Models for the very reasonable price of \$72. It is designed to sit on a Bachmann BR 04 shunting loco mechanism which the modeller needs to buy after discussing it with Graham. Don't buy an 08 shunter unless you want to build a WAGR B class or a TA class.

Bill Gray has agreed to coordinate the S Scale Modellers' modelling desk at this year's Model Railway Exhibition. If you are interested in spending a day or part of the weekend building a model or assembling a kit to demonstrate how it's done, let Bill know so that he can draw up a roster.

Kelvin Davis was the first to introduce his selection of road vehicles to the audience. They included a Biante FJ Holden and an HK Monaro coupe, a VW van and a '55 Mercedes sedan. Kelvin also showed a Dub-City '53 Chevy and a '58 Chevy Impala.

Scott Parker also had a '53 Chevy, a '47 Chevy fleetliner, a SWB series III Land Rover and a MRWA loco book surplus to his needs.

Mel Bradbrook had a Land Rover, this time a series II SWB utility. A '47 Chevy fleetliner, a Chevy Corvette and a Ford sedan from Mattel.

Ross Green showed his Railmaster [NZ] Austin and IH trucks, a VW Combi van which he bought from the ARHS kiosk, a VW Beetle and an FJ Holden from Biante Models.

Alan Penstone showed a VW Beetle and Combi van and Geoff Logue showed a Dodge Semi Trailer [from the Matchbox King Size series] similar to the trucks he drove out of Geraldton in the 1960s.

Stuart Mackay showed a handy modeller's tool given to him as a present by his daughter Kate which came with a manicure set from Crazy Clark's stores. The drill comes with a collet which takes five different burrs and a cutting disk similar to the tool which comes with the Ped-Egg as promoted on TV over the past year. Stuart also showed an FJ Holden similar to the one owned by his Dad for eighteen years and a Holden Monaro, both from Biante models. There was also a VW beetle and a '61 E-type Jaguar similar to and reminiscent of one he saw outside the Law Chambers building on St George's Terrace, Perth as a 15 year old schoolboy in 1964.

John Hatch showed a 1940 Ford panel van, an F100 van and some Ertl tractors, an Ertl grader and an MTT bus in green and cream he had modified from a proprietary model.

Doug Firth showed a 1937 Studebaker, a 1948 Ford utility and an FJ Panel van.

Murray Hartzler broke the rule of six by about 20 items but did highlight some very different road vehicles. They included a steam roller modified from a Thomas the Tank *George*, an Allis Chalmers scraper, an ERF Readymix mixer, A WAG Railway bus in green and cream, a Foden dump truck, several graders including a D6L, a D6D and a Matchbox D8. There were also numerous scrapers and dump trucks, a jeep and several bikes, motor bikes and a Vespa scooter. Murray's road vehicles have always added that touch of realism to our exhibition layouts and have usually caught the attention of the judges at exhibitions over the past decade.

Brian Norris also brought a number of interesting road vehicles to show the Group. They included a grader on a QBB, several Chamberlain tractors and a Massey Ferguson tractor, a blue Ertl '39 Chevy, a Dennis Fire truck, a road roller [*George*, from the Thomas collection] and several Vanguard vehicles all in S scale [1/64] and all prototypical of those vehicles seen in WA in the period of the 1950s and 60s.

Garry Pilmoor's showing reflected his interest and knowledge of farm vehicles available in S scale. Garry brought a range of John Deere, Case, White and Fordson tractors, all of which are appropriate as loads on WAGR flat wagons.

Lynton Englund's models were shown on the before and after theme. Lynton likes to modify and soften the paint on road vehicles for that extra bit of realism. They included a 1956 F100 Ford, re-wheeled and painted, a model A Ford van, similarly modified and a Railway bus cut down from a Double Decker and carrying the WAGR Road service insignia and colours of the 1950s.

Bill Gray showed he is willing to scratch-build models of road vehicles in S scale. His offerings included an MTT 305 Mercedes bus, an S scale mini-moke modelled on one which he drives regularly and a QR Railways crane on a 4 wheel wagon. Bill has shown considerable ingenuity in scratch-building these vehicles rather than modifying proprietary vehicles as we mere mortals have done.

Over seventy road vehicles were brought and shown by the members of the Group. Many were duplications but considering a layout only really needs 4–6 vehicles or so there are plenty to choose from.

The March meeting was billed as a slide and video evening. Thirty five members turned out to see a large number of slides of the WAGR in the 1960s and seventies.

The meeting came to order at 8.30pm and a few members showed the recent acquisitions and modelling projects. Charlie DeBruin showed his assembled Z class shunter he recently purchased from Railwest. Geoff Logue also showed his Z shunter.

Phil Knife showed his Alyn Models Pr locomotive which Phil said went together beautifully and also runs well with its DCC Decoder. Phil also showed his GA Models ZA Guards van with a lighting kit from Richard Johnson which also worked very well.

Stuart Mackay showed a Dapol track cleaning car which he received from his good friends Graham and Sue Horton for his 60th birthday. Murray Hartzler showed a set of diamond burrs he has recently purchased from a store in Midland for \$3.99, which we all agreed was an absolute bargain.

The slides for the evening were chosen by Graham Watson and Simon Mead. They covered the photographic collections of Graham Bowen, Jim McKenzie, Don Finlayson and Bill Morgan.

Graham Bowen's collection consisted of a range of B&W snaps of WAGR locomotives in the 1960s. There were about fifteen shots of locomotives including Dds and Dms, XA hopper wagons, an S class with a large tender and a G class at East Perth.

Jim McKenzie's slide collection was mainly taken around Wyalkatchem. They included lots of photos including MU operation of locomotives such as three X classes and 2 Fs's and An X class. There were several MRWA locomotives including the B class when it was on static display in Geraldton. One wag was heard to comment that two of the X's were probably dead but Joe Moir said that was a bit of a slur on the X class which settled down to be a good locomotive and gave valuable service for nearly thirty years on almost every line in the state.



Triple-headed X class locomotives in original livery. Note the water bags, in country WA.
Photo - Jim McKenzie

Don Finlayson's slides were over 35 in number and included a large collection of wagons rarely seen these days. One interesting photo was of Katie on a road Transporter being moved to the Claremont Showgrounds.

The final group of slides came from Bill Morgan's collection and included many shots of locomotives at the ARHS Museum before the acquisition of the large covered area. The slides showed the work being done to preserve the locomotives and to protect them from the elements.

S Scale Special Interest Group members have been very active over the past two months.

The Model Railway Exhibition is a major event on the AMRA calendar and, at the time of writing, this event is almost upon us. *Swan View* is the main Branch layout being exhibited and Group

members have been renovating the scenery and the electronics in preparation for the Exhibition. Bob Bruce, who resides in Narrogin, has been busy making extra trees for the layout and has donated a number of new large gum trees and some of his wonderful Australian Christmas trees which will enhance the scenery. Repairs to the layout have made and the layout has been washed to restore its original green and lustrous appearance.

Swan View has the advantage of running DC and/or DCC locomotives and so the public will have the opportunity to see a wide range of motive power on the layout. Simon Mead has made modifications to the controls in the fiddle yard to permit two operators to change points at either end of the yard. New track lighting is being supplied by Graeme Mackay from Lighting By Design in Osborne Park. John Hatch has designed and made the supports for the lighting.

In addition to *Swan View*, the S Scale Group will be providing a modelling desk where the public can see how S scale kits and models are assembled. Railwest Models will again have a stand at the exhibition so that the public has the opportunity to see what is available in the WAGR range. There will also be a stand promoting the range of kits produced by GA Models, Double G Models and X class Models.

Thirty-one members attended the Group's April meeting which covered the topic of modelling in Styrene.

Stuart Mackay gave a brief talk on the tools and equipment needed to scratch-build a model of a wagon, locomotive or structure in styrene card. Essential items of equipment include a cutting board with rules attached to permit consistent right angle cuts, which are essential in making models in Styrene. Basic tools needed include an Olfa P-cutter, craft knife, propelling pencil, various files, numbered drills and a pin vice. A small, variable speed reversible cordless drill and a metal scale rule are also fundamental to make complex models in styrene card.

The main card thicknesses used to build almost any model in styrene include 1mm, 1.5mm, 0.5mm and 0.25mm sheet. These are all usually available from our Branch's *Moojebing Market*. Stuart spoke briefly on laminating styrene including the do's and don'ts. For example MEK should only be applied to join two pieces of card but should not be used for laminating card as it dries too quickly and tends to delaminate and warp. Rather, the use of Revell or Humbrol styrene cement is recommended for laminating as it has a longer setting/drying time. He then showed a model of a WAGR ADK railcar which incorporates various styrene sheets laminated to produce 3mm walls and 8mm roofs as well as .015" clear styrene which Stuart uses for windows and flush glazing.

A general and very useful discussion ensued regarding the solvents, fillers and glues used in the process, how to cut out windows, as well other tools and information helpful to the modeller. All MEK based products should only be used in a well ventilated space. John Hatch reported that he has used a glass hypodermic syringe to apply MEK sparingly and consistently. Plastruct Weldene is a Citronella based alternative product which welds styrene and is probably a lot safer than MEK to use. Silicone has also been used successfully to fit windows and Blutak has many uses including keeping bottles of MEK and phosphoric acid stable when in use on the modelling bench.

Graham Watson followed up with a brief talk on the tools he finds helpful when he is making models and patterns in styrene. Graham spoke briefly on the range of Evergreen Strip which is available to assist the modeller to capture the detail of wagons and buildings. Graham showed the set square and aluminium Mitre box he uses to get his models to sit square while welding sheets of styrene at right angles.

In addition to their P-cutter, Olfa also make a circle cutter which Graham also finds invaluable in marking off dimensions on his modelling projects. Graham also showed the North West Shortlines

chopping board he uses for cutting Evergreen strip.

Simon Mead showed his models of a WAGR A class locomotive [1511], the body of which he built entirely of styrene card and mounted on a set of Airfix Class 31 bogies. Simon also showed the detailed model of a WAGR T class he built in Styrene sheet and strip. The model was unpainted and showed the considerable detail possible using the various forms of styrene. Of interest is the fact that the T class styrene body sits snugly on a Lima 0-6-0 Class 09 shunting loco

John Hatch showed his model of an XA coal hopper which he built in styrene and the latest NW Shortlines chopping board which is a considerable improvement on the one Graham has been using for many years.

Thirty four members attended the Group's May meeting. Bill Gray reported on the Brisbane Exhibition where there were 68 stands and on the progress of the working committee to assist in keeping the ASnM Magazine in print. John Hatch brought in his model of a CXB sheep wagon which he has scratch-built and Stuart Mackay showed his Railwest model of Pm 713 and his X-class Models kit of U 665 which he recently painted in green and black livery.

Graham Watson showed the one piece castings of a V Van and two ADU coaches which Railwest hope to release this year. There is also a one-piece model of a D van in the pipeline. These models go together very quickly, easily and look great.

The May meeting was scheduled for the topic of weathering wagons, locomotives and structures with particular reference to vehicles of the WAGR and the MRWA. Simon Mead, Kieran Wright and Paul Tranter each gave short presentations on how they weathered their wagons and locomotives and their techniques have application for the weathering of all coaches and structures on any layout.

Simon talked on the importance of weathering, stating that railways, locomotives and wagons are not the clean and pristine places that we often like our models and layouts to appear. Simon described the techniques of weathering with reference to the air-brush as the main medium for applying the dirt, soot and dust that appears on railway vehicles. He emphasised the importance of starting with a fully painted model including lettering and numbering, studying photographs and looking at the source of the weathering, be it spray from the track or soot from stacks or exhausts, or water and steam from clack valves or exhaust emissions from the top of DE locomotives. Soot settles, water and oil run downwards while spray flies upwards and this should all be noted and incorporated into the weathering.

Kieran and Paul both use pastel chalks of the non-oily type in the quest to have realistic and weathered vehicles. Paul uses artists' chalks, from Jackson's Drawing Supplies, which he scrapes from the sticks to derive a powder. Kieran uses Carr's ready to apply chalks in powdered form.

Chalks are applied to a finished loco that has been previously sealed with a dusting of Estapol matt varnish from an aerosol can. The main colours used by both modellers are black, grey, white or off-white and browns of various hues. The chalks are applied with a dry brush and the excess removed with a larger softer dry brush onto a piece of white paper placed under the model and retrieved for later use – there need be very little chalk wasted. Kieran demonstrated on two wagons and showed how easy it is to apply.

Thanks must go to Simon, Kieran and Paul for their interesting and inspiring presentation on weathering and it was an evening not to be missed.

The S Scale Special Interest Group meets on the second Monday of every month at 2000 in the

AMRA clubrooms in Moojebing St, Bayswater – visitors are always welcome.

Information regarding models and kits of WAGR prototypes by Railwest Models, GA Models, Double G Models and X-class Models is available from Graham Watson on 08 9250 1084 or via email grahamrwatson@hotmail.com

Contact Stuart Mackay on 08 9310 3858 or mackays@iinet.net.au for general information about the S Scale Group.

Bill Gray is the WA contact for the ASnM magazine and is always grateful for contributory articles no matter how long or short. Bill can be contacted on william_gray@optusnet.com.au

Great Western Railway Special Interest Group. The subject for the April meeting was the GWR's 2–6–0 Mogul locomotives. In 1899 Churchward and Dean introduced the first of a pair of Moguls, No. 2601 [it was in reality a 4–6–0] and in 1901 the second of the pair No. 2602 came on the scene as a 2–6–0. A further eight of these 2–6–0 locomotives were built in 1903. They were quite ugly in appearance and soon assumed the name Krugers.

In 1900 Churchward, now beginning to assume control as the new prospective CME, introduced locomotive No. 33, a smaller and much neater 2–6–0 compared to No. 2601. In 1901–02 he built a further forty locomotives similar to No. 33. In 1902 another twenty were built and in 1903 ten more. The class now totalled seventy-one locomotives and they became known as the Aberdare class. The ten Krugers, some only three years old, were all scrapped in 1906.

Between 1911 and 1925 Churchward introduced four new classes of 2–6–0s, the 43xx, 53xx, 63xx, and 73xx, totalling 322 in all.

In early 1928 Collett, who succeeded Churchward in 1922, modified sixty-five of the 53xx series and these became the 83xx class. In 1932 Collett also built a de-luxe version of the Churchward design. These were the 93xx class and twenty were built.

More details are in the facilitation notes and these are available on request.

After the usual break we continued with –

New Acquisitions –

Ron Fryer – first he showed two DVDs that he had recently acquired – *Yorkshire Steam – A year in the life of the North York Moors Railway* and *A Steamy Affair – The Flying Scotsman story – its return to the NRM*.

Ron then showed some books he had purchased since the last meeting – *BRM No.1 – Lineside Buildings* by Paul Bason – an how to tackle all the different types of building kits and *The History of the GWR AEC Diesel Railcars* by Colin Judge. If you are into Railcars then this is the book for you.

He also showed our Branch's copy of *Ramsey's British Model Trains Catalogue [6th Edition]* that had arrived with Peter Sapte from the UK. Thanks Peter.

Finally, Ron showed two packs of plastic paint pallets from Spotlight [50c and \$1] ideal for mixing paints when only a little is needed.

Steve Rayner – showed the exquisite Dapol model in N Scale of the LBSCR 0–6–0 Terrier *STEPNEY* [Magnifiers available on request]

Trevor Batchelor – [here by mistake] Showed a book *A Historical Dictionary of Railways in the British Isles* by David Wragg and published by Pen & Sword Books. He also showed an EFE model of an RTL London Transport double deck bus. His last item was another book *The Duchesses* by Andrew Roden, published by Aurum.

Terry Emerson – showed a book called *LNER Sheds in Camera* by John Hooper and published by OPC.

Alan Porter – showed three wagons from a UK supplier, all limited editions –

- 7-plank open wagon *TRIMSARAN ANTHRACITE* No. 295
- 4-plank open wagon *ABERCRIBAN QUARRIES Co. PONTSTICILL* No. 57
- 7-plank open wagon *NEWPORT ABERCARN Black Vein Steam Coal Co. Ltd. T. Beynon & Co.* No. 3

Also a copy of *Rail Magazine* for Jan 14–27 2009 Issue 609 containing an article on *The Bigger Picture – Paddington and Swindon* showing aerial pictures of them in their BR heydays.

Barry Peacock – showed a book *Locomotives at the Grouping [1923] – Great Western Railway* by H.C. Casserley and S.W. Johnston and published by Ian Allan.

Doing Things –

Peter Sapte – whilst he is here in Perth he is converting a standard Hornby Duchess into an Ivatt Duchess [one of the last two built] using a Comet conversion kit and it would seem that he is losing his patience with the said kit.

Alan Porter – is attempting to complete about a dozen part built kits that he had started but not finished from time past. We have all got some of those kits I'm sure.

Thanks to Alan for the notes once again.

The subject for the May meeting was the GWR Passenger Brake Vehicles [including Full Brakes].

The guard on a GWR passenger train had a different role to that of a guard in charge of a goods train, especially if the goods train was unfitted [ie. – did not have automatic brakes controlled by the locomotive], who had the important responsibility of applying the van's handbrake to stop wagons buffering-up or of coupling snatch. He also had to know the road and was also responsible for changing the rearward and forward lamps on the van as the train changed lines or entered a loop or siding.

Every vehicle of a passenger train was equipped with the automatic vacuum brake. This eliminated the need for the passenger train guard to be constantly on his guard for falling gradients etc. etc. It would seem therefore that the GWR passenger train guard had little to do except read his newspaper, but that is not so!

One of his main responsibilities was duty of care for the passengers. The duty of care hardware items that were carried in the guard's compartment consisted of a well-stocked first aid cabinet, a fire extinguisher, an axe, and, if space permitted, a ladder. He also had a gauge showing the vacuum pressure in the automatic braking system and a valve enabling him to make an emergency brake application. All of this equipment plus his desk, chair, pigeon holes to perform his office duties were generally in a 6ft compartment.

He was also responsible for a wide variety of parcels ie. – handling, stowage and unloading.

These parcels could be of the wrapped variety [all sizes and shapes], boxes, bicycles, perambulators, newspaper bundles, milk churns, small consignments of fruit or vegetables, small livestock [cats, dogs, live poultry and pigeons], small consignments of mail in Post Office bags, passenger's excess luggage and luggage in advance and there would be other odds and ends.

For a full set of facilitation notes which cover this subject in much more detail, please contact us.

After our usual break for refreshments we continued with –

New Acquisitions –

Steve Rayner - showed six Oxford Diecast vehicles in N scale –

- Ford 105E Anglia Sedan [TDJ524E]
- FX4 Black Taxi Cab [P428RVP]
- Humber Super Snipe Station Wagon [694LCC]
- Jowett Javelin Sedan [ERV840]
- Morris Traveller Van Old English White [IYD197G]
- Bedford OB Coach Southdown [JCD390]

John Brenchley – showed some coaches that he had bought on E-bay. A G/Farish GWR Suburban Brake end 57ft and a Dapol B Set 6736 and 6738. All in N scale. He also showed two books – *The LMS Wagon* by RJ Essery and KR Morgan published by David and Charles and *A Pictorial Record of LNER Wagons* by Peter Tatlow published by OPC. Lastly he showed a 1980 calendar of a variety of railway pictures painted by Mr Cuneo himself.

Alan Porter – firstly a book, *Private Owner Wagons of Bristol & District* by Ian Pope and published by Lightmoor Press. Next he showed two OO wagons by Dapol [limited editions], a 7-plank open wagon HARTNELL & SON, TAUNTON & BISHOPS LYDEARD No. 23 and a 4-plank open wagon TIMSBURY COLLIERIES No. 118 BATH

Ron Richards – showed a Peco side-mounted point motor PL-11, followed by two books –

- *Private Owner Wagons – Seventh Collection* by Keith Turton publ. by Lightmoor Press,
- *From Dean to Churchward – Vol.1* by Glyn Williams publ. by Edward Talbot.

Doug Firth – showed his new 0–4–2T chassis to replace the faulty one in his Dapol locomotive.

Doing Things –

Alan Porter – has decided to forego outside contractors and make his Grand Design of the Ration Water Mill himself. He has designed an extra foundation which he is going to set into the steep hillside on his layout. We will wait with bated breath!

Doug Firth – has been painting loco crews and putting them into his locomotives.

British Railways Special Interest Group. The subject for the April Meeting was BR Wagon Markings from 1949 to privatisation.

(Continued on page 16)

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Information regarding contact persons, etc. for Special Interest Groups is given in the 'Around the SIGs' article.

Note. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

June

Saturday	13	[12&1]	The Branchline assembly followed by General Activities
Tuesday	16	[2]	Daylighters Group – daytime meeting
Wednesday	17	[3]	Great Western Railway Special Interest Group meeting – GWR Horse Power
Friday	19	[4]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	20	[5]	General Activities
Tuesday	23	[6]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	24	[7]	British Railways Special Interest Group meeting – BR Class 44, 45 and 46 diesel electric locos [Peaks]
Friday	26	[8]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	27	[9]	General Activities

Tuesday	30 [10&11]	Daylighters Group – daytime meeting
July		
Wednesday	1 [12&1]	LNER Special Interest Group meeting – the ex-GER 0–6–0T locomotives of the J67, J68 and J69 classes.
Friday	3 [2]	N Scale Special Interest Group – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. General Activities
Saturday	4 [3]	General Activities
Monday	6	Checking out your Locomotive – What to check and how. [see first Note under Programme heading above]
Tuesday	7 [4]	Daylighters Group – daytime meeting
Wednesday	8	DCC Special Interest Group meeting – venue to be advised
Friday	10 [5]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	11 [6]	General Activities
Monday	13 [7]	S Scale Special Interest Group meeting – Photo etching, mould making and casting kits in S scale
Tuesday	14 [8]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Friday	17 [9]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	18 [10&11]	General Activities
Tuesday	21 [12&1]	Daylighters Group – daytime meeting
Wednesday	22 [2]	Great Western Railway Special Interest Group meeting – GWR Diesel Shunters
Friday	24 [3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	25 [4]	General Activities
Tuesday	28 [5]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday vehicles	29 [6]	British Railways Special Interest Group meeting – Road in the 1950s and 1960s
Friday	31 [7]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night

August

Saturday	1	[8]	General Activities
Monday	3	[9]	Bargaining Night – Bring your unwanted items and try and persuade someone to purchase them and vice versa. If there are any magazines remaining unsold after the Exhibition now is your chance to fill in those holes in your collection. [see first Note under Programme heading above]
Tuesday	4	[10&11]	Daylighters Group – daytime meeting
Wednesday	5	[12&1]	LMS Modellers Special Interest Group meeting – Bring, Run and Tell about an LMS Train
Friday	7	[2]	N Scale Special Interest Group – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. General Activities
Saturday	8	[3]	General Activities
Monday	10	[4]	S Scale Special Interest Group meeting – Slide/video night and train running on <i>Swan View</i>
Tuesday	11	[5]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	12	[6]	DCC Special Interest Group meeting – AMRA Clubrooms
Friday	14	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	15	[8]	The Branchline assembly followed by General Activities
Monday	17		Annual General Meeting
Tuesday	18	[9]	Daylighters Group – daytime meeting
Wednesday	19	[10&11]	Great Western Railway Special Interest Group meeting – GWR Coach Bogies
Friday	21	[12&1]	N Scale Special Interest Group meeting – layout construction General Activities

(Continued from page 13)

A fascinating subject that can be divided up into three phases. On the 1st. January 1948 when BR came into being and took over thousands upon thousands of steam locomotives, coaching stock and freight stock, [and the odd one or two diesels], the markings and numbering systems used by the Big Four varied considerably and so BR realised that it needed some form of standardisation and uniformity in its marking systems.

In 1949 it introduced a series of specifications for liveries and markings for all rolling stock, including steam locomotives, coaching stock and freight stock [and those few diesels]. Thus we can

call this the First Phase of liveries and markings by BR and it covers the period 1949–1964. In the case of freight stock [tonight's topic], BR supplied four drawings for covered vans, standard open wagons, one-plank wagons and containers, giving details of the size and placement of the various markings [running number, carrying capacity, tare weight, wheelbase, XP rating, lifting and painting dates, vacuum brake release string, brake overhaul date, bearing and pad examination dates, oiling date and District Number where last oiled, end door markings, bottom door markings, etc. etc.] Three of these drawings are included in the facilitation notes.

The Second Phase can be classed as 1964–1972 when BR introduced significant livery changes, together with a different lettering style and more frequent use of code names, commencing around 1964.

The Third and final Phase is from 1972 to privatisation and was the introduction of the computer-based TOPS System – an acronym for the Total Operations Processing System – developed by the Southern Pacific Railroad in the USA and adapted by BR in 1971.

The facilitation notes are jammed pack full of information and if you model the BR scene then it is imperative that you have the correct liveries and markings for the correct time slot. The notes are available on request.

A quick break was followed by –

New Acquisitions –

Steve Rayner – showed his N-scale Dapol 0–6–0 LBSCR Terrier *Stepney*. Absolutely superb, Dapol have excelled themselves with this model. Steve is looking for an anorexic loco crew in N-scale to fit into the cab.

Nick Pusenjak – showed the OO Heljan Class 17 Clayton diesel, looks very nice but apparently the model has problems world-wide [same as the prototype].

Terry Hammond – brought along various items, as follows –

- a Britbus Guy–Arab PRV bodied D/D bus City of Southampton.
- a Hornby OO 6–wheel [ex Lima] Express Dairy Milk Tanker.
- a Marklin HO van MARS [as in bar].
- a Hornby OO M7 0–4–0T tank loco in BR black.
- a Bachmann plywood Van in Bauxite.
- a Bachmann planked Van in Bauxite.
- a 1/70th model of Der Adler 1835 locomotive in Brass [plastic], and
- a miniature 4–4–0 locomotive in brass, a Christmas tree decoration.

Alan Porter – showed a variety of stock –

- Bachmann 12ton Southern planked Vent, Van BR[S] in bauxite
- “ “ “ 2+2 planked Vent. Van BR in bauxite
- “ “ “ Plywood panel Vent. Van BR in bauxite
- “ “ BR Plywood Vent. Van in early bauxite.
- “ “ Planked Vent. Van in early bauxite

- “ “ Plywood Fruit Van in early bauxite
- “ “ Insulated Van BR in white
- Trackside [Corgi] Harrington BR Horsebox
- “ “ Thornycroft Nippy BR dropside truck
- Classix [Pocketbond] Ford Thames Estate wagon BR
- “ “ Morris J Van BR
- Oxford Diecast Flat Trailer LMSR
- “ “ Covered Trailer BR
- Hornby 2009 Catalogue [227 pages]
- Bachmann 2009 catalogue [155 pages]

Ron Richards – showed a book called *A Digital Command Control for Railway Modellers* by Nigel Burkin & published by The Crowood Press.

Doing Things –

Steve Rayner – showed his Mill Lane Sidings shock wagons he has now completed.

Peter Sapte – showed his finished [well almost] conversion of a Duchess locomotive. However, he is definitely not happy with Comet and their conversion kit. Bits that should have been included in the kit were not included and so Peter had to scratch build them. However, when I visited him recently he had just completed it ready to pack it to take back to the UK when he leaves on 20 May and it really is a credit to you Peter, a superb model.

Terry Hammond – showed a new scratch built loco wheel cleaner he has made from 4inch brass bristled brushes that he obtained from Bunnings [where else?].

The topic for the May meeting was the transportation of motor vehicles by British Rail.

Transportation of motor vehicles by rail falls into two classes –

- movement of individual road vehicles from place to place, and
- movement of road vehicles en masses from the manufacturer to dealers or for export.

Over the years, the railways of Britain had developed rail vehicles suitable for carrying individual road vehicles of various sizes, but in most cases the loading and unloading required some form of lifting gear. Restraining the road vehicle from movement whilst in transit involved the use of lashing down ropes [cars] or chains [for lorries of other vehicles] usually passed over the axles. Not only was this time consuming but there was the possibility of damage to the vehicle, especially to its paintwork.

The railways soon developed rail vehicles that overcame some of these problems, at least as far as cars were concerned. These vehicles were the Open Carriage Truck [OCT] and the Covered Carriage Truck [CCT]. Generally 4-wheeled vehicles, they had originated in the era of the horse-drawn carriage [hence the names] when it was common for the gentry to take their horses and carriage with them when they travelled up country. Both types of vehicles had adjustable bars across the floor to provide anchoring points for the ropes which held the carriage in place on the rail journey. Over the years numerous rail vehicles of differing diagrams were built. However, in 1956 a completely new approach was adopted which offered long-distance passenger and vehicle

loading at a single depot – the MOTORAIL Service. The last Motorail Service ran in 1995.

The carrying of road vehicles en-masse from factories became an increasing business and by the 1930s most road vehicles shipped by rail were new vehicles being moved around the Country. At the time, mass production was not as massive as at present and a consignment might consist of perhaps five or six vehicles going to one dealer or even a one-off if the vehicle was for the upper end of the market. Bulk cars for export were often shipped as CKDs [Cars knocked down]. The chassis was nested in batches of four or five, the body sections were similarly nested. Wheels were bolted together, tyres stuffed in crates as packing, and engines and gearboxes in crates etc, etc.

As production increased better ways had to be found to speed up bulk delivery and Motorail served that purpose with whole trains carrying vehicles becoming commonplace between 1957 and 1975. During this time BR began building two-tier bogie wagons [Tierwag].

The next development was the articulated two-tier wagons [CARTIC-4]. Since then various other types have been built like the LOWLINER, LOWTIC, PROCOR 80, AUTIC SIX and COMTIC.

For further information ask us for a full set of the facilitation notes. Very interesting.

After a break to stretch our legs we continued with –

New Acquisitions –

Steve Rayner – showed the Oxford Diecast cars and bus that he also showed on the last GWR night.

Geoff Mercer – showed the latest Class 57 Diesel Locomotive from Bachmann DIRECT RAIL SERVICES. Class 57 locomotives were old Class 47 locomotives that had been upgraded – new engine, new traction motors, etc.

Graham Horton – showed a Peco Service Pit for use in his loco depot. As he said, much easier than trying to make one himself.

Trevor Batchelor – showed four books –

- *Gallery of Steam* – Steam Railway Magazine, published by Haynes Publishing
- *The Glorious Years* – Steam Railway Magazine, published by Emap Active
- *Malcolm Root's Railway Paintings* – text by Tom Tyler, published by Malcolm Root
- *Pageant of Transport* – text by Tom Tyler, Halsgrove

Ron Fryer – showed the six Lima GWR coaches that he had just purchased from Nick Pusenjak. They consisted of two Brake Thirds, a Full Brake, a Restaurant Car and two Composites. Along with the couple that he already has he can now run a full set pulled by his Castle class locomotive.

Doing Things –

It would appear that no-one is doing any modelling at the moment. Maybe they are working hard for the Exhibition!

LMS Modellers Special Interest Group. To use a nautical analogy, the Group spent most of 2008 in the doldrums but it hoisted a new sail early in 2009 and is now sailing with a fair wind.

The new sail was the decision to return to having an agenda item at each bi-monthly meeting and the first two agenda subjects of a planned four-part series were addressed at the April and June meetings. The series has the general title of *Modelling the Contribution of the XYZ Railway to the LMS*, where the XYZ Railway equals the London & North Western Railway or the Midland Railway or the Lancashire & Yorkshire Railway and the other English constituent railways or the Scottish constituent railways.

Modelling the Contribution of the London & North Western Railway to the LMS was the agenda topic at the April meeting and Modelling the Contribution of the Midland Railway to the LMS was the agenda topic at the June meeting. At each of these meetings, a Facilitation Note was tabled outlining the number of locomotives built of each class that came into the LMS, the numbers that might even have made it into BR days, the dates of last withdrawal and, where known, the identity of the last locomotive withdrawn.

Similar but less comprehensive data was presented for the coaching stock and the freight stock that came to the LMS and in all cases, as well as for the inherited infrastructure items, any RTR models and kits which are [or in some cases, were] available to the modeller were listed. Members showed examples of any relevant RTR models and any relevant kits whether unmade, or partially or completely built. Copies of these two Facilitation Notes are available on request.

At each of these meetings, members' New Acquisitions and their Current Projects were also shown and discussed. At the April meeting **Alan Porter** showed four new books – *The London & North Western Railway Eight-Coupled Goods Engines* by Edward Talbot and the three volumes of D.J. Norton's *Pictorial Survey of Railways in the West Midlands* by R.J. Essery – and the newly released Bachmann parallel boiler Patriot class locomotive No. 5541 *Duke of Sutherland* in full lined LMS crimson lake livery. The model was compared, somewhat unfavourably, with the Hornby product of 1980.

Peter Sapte showed a colour photograph of the 4mm/ft scale LMS diesel electric locomotive No. 10000 produced as a limited production by FIA [Models?]. Bespoke built in brass in Korea, it is a magnificent model which Peter had recently acquired at a discount of some £100 (!) but he had decided to leave it back home in the UK and to just let the members of the Group drool over the photograph!

Peter also showed photographs of the layout he is building in his new house in Kings Langley back in UK and he described the planning for the layout design and construction. Finally, he showed and described the difficulties he had encountered with the project he had been tackling during his current sojourn in Perth – modifying a Hornby unstreamlined Princess Coronation class locomotive No. 6230 *Duchess of Buccleuch* to the Ivatt version of the class No. 6256 *Sir William Stanier FRS* using a Comet Models kit which includes an etched brass tender.

At the June meeting, **Shane Busing** showed a recently released Union Mills N scale model of a Midland Railway Johnson 2F 0–6–0 tender driven goods locomotive and compared it with an earlier Union Mills Johnson 3F 0–6–0 [both were relevant to the agenda topic for the meeting]. Union Mills is a cottage industry located on the Isle of Man – their locomotives pull like young bulls! Shane also showed a refugee from the railway to the east, namely a very newly released Dapol N scale model of LNER Class B17 No. 2850 *Darlington* in exquisite LNER apple green livery. Finally, he showed an N Gauge Society assembled kit of a Weltrol fitted with three trestles for carrying large plates of steel for ship building and the like – he had acquired the model at the Model Railway Exhibition for a virtual song!

Terry Emberson showed a book *LMS Sheds in Camera* which he had acquired second-hand [and which showed fading of the orange dust cover to a pale yellow as has that owned by your scribe –

damned ultra-violet!]

Alan Porter showed a newly published book, *A Modeller's Handbook of Painting and Lining*, and the last two issues, Nos. 27 and 28, of *Midland Record*. He also described [and was prepared to show – as it was outside in his car!] his current project, the afforestation of one module of his *Wheatstone Bridge* layout which he had spent three days doing at the Model Railway Exhibition.

The August meeting will now be a Bring, Run and Tell about an LMS Train and the October meeting will look at Modelling the Contribution of the Lancashire & Yorkshire Railway and the other English constituent railways to the LMS.

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Richard Johnson	9455 6421
Large Scale	Jim Gregg	9298 9442
Great Western Railway Modellers	Roger Solly	9444 7812
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

From the Scribe's Quill

Meeting No 321 – April 2009. The major items of business dealt with at this meeting were –

- The Exhibition Manager advised that arrangements for the Exhibition were under control with over 60 stands anticipated. TV advertising had been produced and is a much slicker production than last year's. He also advised that he would meet with exhibitors on 5 May to explain, amongst other things, funding arrangements for the Exhibition. He also advised that there would not be a post-mortem function this year.
- A Federal balance sheet for 2008 has been put on the noticeboard. The Federal Executive had decided not to include balance sheets in the AMRA Journal because they thought members would be more interested in railway content.
- The Committee has engaged an electrician to rectify some electrical defects in the clubrooms and to install some lighting in the garden railway enclosure.

Meeting No 322 – May 2009. The major items of business dealt with at this meeting were –

- Final arrangements for the Exhibition were discussed. The Exhibition Manager advised that he has several radio interviews to attend through the week before the Exhibition and that final arrangements were being made for Michael Schultz to do the weather from the Exhibition on 29 May. Moving arrangements were also discussed, as were the mechanics for the sale of the basic layouts that several members have built in recent weeks. He also advised that Community Group newspapers had been to the clubrooms for local flavour photographs that should appear shortly before the Exhibition.

- Ron Fryer advised that the photocopier required servicing on 19 May. The new contractor advised that records of the AMRA contract could not be located [but this has been a common theme since they took over] but the service was carried out in any case. A new maintenance contract will be forthcoming very shortly. As a footnote, since the key has been incorporated into the photocopier, machine usage has decreased markedly and payments for private copying have increased.

Management Committee Submissions. The Management Committee frequently receives items for consideration shortly after a Committee meeting has been held. This means that these items do not get considered until the next Committee meeting up to four weeks later. In an effort to resolve this problem we publish the deadline date for submissions to be received by the Branch Secretary. Items can be posted to the address on page 2 of this issue or placed in the Secretary's pigeon hole.

The **Submission deadlines** are –

Submission deadline	for	Committee meeting
18 July		23 July
12 August		20 August
10 September		17 September

Membership Matters

I don't know about you but I would have thought the weather lately has been great for those who don't have a leaky roof, for doing either some modelling or just running those engines and rolling stock that hasn't been run for while.

For those who went to the Exhibition I do hope you enjoyed yourself. I know I saw many smiling faces on not only the small kids but the big kids too.

Since the last issue of *The Branchline* we welcome the following who have joined our Association.

Gerald Kirk	Glendalough	HO/OO .
Kathryn Price	Marangaroo	HO G
Lawrence Price	Marangaroo	HO G
Michael Gardiner	Glen Forrest	N
John Hall-Freeman	Glen Forrest	N
Andre Leicester	Maylands	Gauge 1

Please make yourself known to the Duty Officer at your first few meetings. I encourage you to ask questions as there are many aspects to our Branch. Time at our Clubrooms is never wasted.

John Maker
Membership Registrar

Interesting Web Site

Ian Wood has suggested this site is worth a look – YouTube - Miniatur Wunderland *** official corporate video *** largest model railway / railroad in the world

Three Spires Railex 2009

My spy at the Falmouth Model Railway Club has sent me details of Cornwall's *Premier Model railway Exhibition*, which is being presented on Saturday and Sunday 22 and 23 August in the Truro School, Trennick Lane, Truro.

There will be around twenty layouts and fifteen traders. More details on their web site www.threespiresrailex.ord.uk

If you intend visiting UK in August mark this in your list of places to visit. There's plenty of other interesting places in this part of UK to visit and things to see for those family members not into model railways!!

Wreck at Dwellingup

Jeff Austin provided the answer to Ian Willis who forwarded it on to your Editor.

The photo depicts the crash of Cs 440 on the Banksiadale bush line on 25 November 1952. Six men were injured. The loco was recovered and rebuilt at Midland for service.

The newspapers gave it good coverage and I would recommend looking up those details.

Charles de Bruin has provided some additional information –

The mystery photo, I believe is either, Cs 436 or Cs 440.

Cs 436, the Railway Department Mill, Banksiadale loco which according to *Rails Through the Bush*, by Gunsburg and Austin, was the 'relief engine – never named or painted green [unlike Cs 440 Jarrah, 432 Marri, 270 Black Butt[e] or Cs 439 Banksia [ed]] written off 7.9.1954' page 130. They also state that it was 'the standby engine', page 129.

They also state on page 125, 'One Oa class, No 171, arrived in December 1955, to relieve Cs 440, which was out of service after an accident. There were a couple of spectacular train wrecks at Banksiadale. The Oa was only there for a short time but is remembered as having only worked a ballast train and not being popular with crews'.

The photo of the wreck shows the running board mounted sand box with sand spilling, lid missing. The photos in the book show all the locos [some showing both sides of the locos] with sand boxes, however the photo of Cs 436 shows only what appears to be a running board mounted tool box. This could be a clue!

EM Gauge Society Newsletter No. 179 and Manual Sheets

The latest Newsletter has information on new products from four companies plus reviews of two books, which might be of general interest.

Manual Sheet 3.2.3.(8) covers the conversion of the Hornby Gresley Pacific. As usual with these EM conversions the main interest is in the instructions for dismantling and re-assembly of the model, included in this Sheet is a reproduction of the Hornby spare parts list that includes drawings

which identify each part and where it goes.

Manual Sheet 3.2.6.(5) covers the conversion of the Bachmann GWR 45xx Small Prairie 2–6–2T. The main interest is in the instructions for dismantling and re-assembly of the model.

Manual Sheet 9.2.3.(3) is a gauge suitable for checking Alan Jackson coupling and buffer heights on 4mm scale models.

All of these are in our Library.

Wanted – Lima O Scale Couplers

John Gaspari needs some original Lima O scale couplers as shown in photo, molded spring may be broken/missing, any number considered for purchase.

John also has NZ North Yard O scale wheel sets [fine scale] spoked [different types] and disc type plus various Lima plastic bogie side frames if any one is interested.

John can be contacted on [08] 9841 5523 or email johnngg@westnet.com.au or by snail mail at Lot 16 Peppermint Drive Albany WA 6330.



Missed the Exhibition?

Some photographs of the exhibits you didn't see!!







Paradise City by the Perth Adult Lego Society.

A good example of what can happen if your little people allow the big people to play with their Lego!!

The bow arch bridge in the background is about 14.2 metres long

Judging Coordinator's Comments

Congratulations to everyone associated with the Exhibition this year. From all accounts, all the people and judges associated with the Exhibition I have spoken to, this year was an exciting and enjoyable one. Definitely the place to be on the long weekend with the weather we had being most helpful.

This year's exhibits were judged along the same guidelines as last year's. All the judges this year took on the responsibility with the appropriate duty required as past participants had done. The fact that all judges returned from their duties with smiles on their faces indicated that they had enjoyed their tasks.

This year again, the judging for *The Richard Smart Memorial Cup* and *The Bill Gardner Cup* was a close affair between a few layouts. The one layout to catch the public's eye this year certainly put on a great entertaining Exhibition all of it's own. The owners should be justifiably proud of their efforts.

Over the past three Shows, as Judging Coordinator, I have tried to listen to comments that have been constructive in relation to how both best to do the job and any changes that improve this part of the Exhibition. After receiving many suggestions I feel that a general review of the whole judging and trophies awarded needs to be a continuing process of change to best impart the various categories criteria and, perhaps, introduce other trophies. No matter what changes are made it is clear to me that the integrity of the existing trophies has to be maintained.

A special mention needs to be made of one of our long standing judges, Alan Porter, who through commitments over the weekend was not able to impart his wisdom and expertise on the judging team. Alan has in past years been a stalwart in the judging team and his efforts have been appreciated by me. I do think he enjoyed a different role this year at the Exhibition.

Also this year we had two judges who are excellent modellers in their own right. Their general comments were that they enjoyed the experience and thought the quality and quantity of the

exhibits was well worth their time and effort.

Thank you to every one of the judges this year as without their dedicated work there would be no trophies awarded.

I have, for the first time, received interest from some people at the Exhibition who are prepared to be a judge next year. Anyone wishing to help out as a judge please contact me or any other member of our Management Committee – your help will be very much appreciated.

John Maker
Model Railway Exhibition
Judging Coordinator

Trophy Judging Summaries

The Richard Smart Memorial Cup for scenic excellence

First three places – Maximum points available = 600

Place	Points	Stand No.	Stand Name	Stand Owner
1	521	32	Swan View	AMRA WA
2	490	41	Enniwayr	Fremantle and Districts MRA
3	483	55	Rockford	US Model Railroad Club of WA

Class 24 Cup

First three places – maximum points available = 600

Place	Points	Stand No.	Stand Name	Stand Owner
1	424	58	Eugowra	Focus Modellers
2	401	20	Daun	Märklin Model Railway Group
3	385	36	Siegfried Line	Kelvin Davis

The President's Cup for the Best Diorama

Two entries only – maximum points available = 600

Place	Points	Stand No.	Stand Name	Stand Owner
1	518	33	Street Running	Tim Shenton
2	478	57	Didubringabeerbak	Railway Focus Modellers

Exhibition Manager's Cup Encouragement Award

Exhibit No.	Exhibit	Name Owner
37	War Factory	Hugh Davis

Bill Gardner Cup

**For the Best Model of a Railway [as assessed by modeller judges]
First three places – maximum points available = 600**

Place	Points	Stand No.	Stand Name	Stand Owner
1	437	32	Swan View	AMRA WA
2	435	55	Rockford	US Model Railroad Club of WA
3	424	58	Eugowra	Focus Modellers

The AMRA WA Branch Trophy for the Best Presented Exhibit

First three places – Maximum points available = 200

Place	Points	Stand No.	Stand Name	Stand Owner
1	184	36	Siegfried Line	Kelvin Davis
=2	176	9	Day in the life of Thomas	Connor Bombak
=2	176	45	Neceby	Dennis Ling

The Jack Stanbridge Trophy

**For the Best Operating Model Railway as seen by Fellow Exhibitors
First three places**

Place	Points	Stand No.	Stand No.	Stand Owner
1	18	32	Swan View	AMRA WA
=2	17	58	Eugowra	Focus Modellers
=2	17	11	Sierra Yards	Northern Suburbs MRG

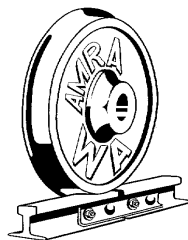
The AMC Trophy

**For the Exhibit Considered Best by public vote
First three places**

Place	Votes	Stand No.	Stand Name	Stand Owner
1	1257	43	Paradise City	Perth Adult Lego Society
2	495	48	Sylvaplana	David Weber
3	207	41	Enniwayr	Fremantle and Districts MRA

A copy of the full Judging results tabulation is available from John Maker via email at jonmaker@westnet.com.au or by post from PO Box 60 MAYLANDS WA 693, please enclose an A4 size stamped, self-addressed envelope with your request.

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 194 August 2009 Vol 32 No. 4

Frans Fatidic

Just a short note before the AGM, our Branch is running smoothly and various projects have either been addressed or are in the process of being addressed.

The outdoor area is slowly progressing but a working bee will be held in the near future.

Bayswater City Council has given us the OK to go ahead with the extension and the concrete will be poured soon.

Work on the various layouts is progressing very well with hopefully one of the newer layouts being able to go into the 2010 Exhibition.

Most of the plumbing and the electrical work has been done, some more complicated things will be done at a later date.

As this is my last Fatidic before the Annual General Meeting, I would like to thank the Management Committee for supporting our Branch and me with all the tasks that have had to be taken care of and hopefully the new Committee can continue to help this great Branch over the next twelve months.

DVDs of this year's Exhibition are now available – see Duty Officer – price \$10.00 each.

Frans Ponjee
Branch President.

ModelRail

This year's ModelRail will be on Sunday 8 November between 1000 and 1600 and will be an open day with a display of members' models aimed at assisting modellers already involved in the hobby to further develop their modelling skills.

It is intended that a selection of modelling activities will be presented by experienced modellers in a

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosie.pearce@bigpond.com

Vice President

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Ron Fryer – 9401 3514
email – not available

Committee

Alan Burrough – 9316 1045 [work]
email – alan.burrough@det.wa.edu.au

Niels Kroyer – 9315 9635
email nkroyer@portbouvardltd.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Steve Rayner – 9379 1147
email – SteveRay@westnet.com.au

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

way that allows the visiting modeller to interact, ask questions and learn from the presenters.

For ModelRail to be a success we will need every possible assistance – will you help? If you would like to be one of our demonstrators I would like to hear from you as soon as possible.

I would also like to hear from any other member, who is prepared to give some time to assist with the various administrative tasks that need to be done. Please let me know as early as possible if you are prepared to assist.

Alan Burrough

Railway Modelling Competition

Our Management Committee has accepted a recommendation that the Railway Modelling Competition should be held every **two years** instead of annually as has been the practice in the past.

As a result the Competition will **not** be held in conjunction with this year's ModelRail.

This will give modellers plenty of time to get their entries ready in time for the Competition to be held in conjunction with the ModelRail event in November 2010.

Alan Burrough

Mea Culpa!!

One did not need to be very eagle eyed to spot several errors in the printed version of the June issue.

Unfortunately these crept in after the proof reading and during the final tidying up prior to despatch to our printers. The major errors were due to cut and pastes going wrong and not being noticed. A couple of minor errors were caused electronically during the conversion of the original copy to .pdf format – something which happens occasionally.

All but one of the errors was spotted and corrected before the electronic copies were sent.

I've stood in the silly corner and promise to take my concentration medication next time.

Ted

From the Editorial Desk

Please note the changed deadlines and publishing dates for the October issue –

Please also note that by the time you read this my new email address – mandtt@three.com.au will have been activated.

The Branchline – October issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 12 September please. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 11 September
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 12 September
- For items transmitted electronically via e-mail – 1800 Saturday 12 September email address is mandtt@three.com.au – please use subject heading The Branchline.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on **Saturday** 26 September and will include Minutes of 2009 AGM

Please note the intended dates for *The Branchline* publication for the rest of 2009:

Editorial deadline

Assembly, etc.

December Saturday 21 November

Saturday 5 December

Ted Thoday

Literary Lines

Many thanks to the following for their continuing support with donations of books, magazines, DVDs, etc.

R. Bell, Alan Porter, Roger Powell, Ern Holland, Jim Hidden, Gary Bettison, Ken Shenton.

Library - on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Around the Layouts

Haltwhistle. Our Management Committee has decided to purchase a Morley Controllers Vortrak 09, this is a four track controller which can be controlled either from the panel or switched to a handheld controller which will allow operators to move around the layout.

There will be four separate handheld controllers which will power Up Main, Down Main, Cumwaite yard and part of the branch line, Haltwhistle yard and part of the branch. This Controller is

smooth power and is okay to run DCC fitted locos.

Would members please ask for help on first using this controller as there are certain guidelines that must be followed to protect this controller.

Tom Stokes
Layout Supervisor

The Denver, Santa Fe and Valentine Railroad. Progress continues on several areas of the railroad. The loco service area is being wired up and, after prolonged fine adjustment, the turntable aligns correctly – when rotated clockwise. The ore loading facility at the mine proved too large for its proposed location; it has been moved closer to the SW corner and the loading tracks have been realigned. Plaster is being spread on module B and shrubbery is now growing in the crevices of the cement blocks supporting the bridge approaches at Valentine.

Whenever one wants to test out one's layout, one invites a group over to run on it. Accordingly, when the NMRA Group visited on Sunday 26 July, although the electrics performed well [both DC and DCC], several of the switches [ie. points] chose to remind us of their need for modification.

We would like to acknowledge the generous donation by Brian Norris of several pieces of rolling stock. Thanks Brian, they will be put to good use.

At the June COM meeting your author witnessed one of the least convincing product demonstrations he has ever had the misfortune to attend – especially since he put it on. D, SF & V requires walk-around controls, otherwise locos can perform all sorts of unwanted activities [eg. selective deviance at points, adopting horizontal inclinations, mating with other trains, etc.] when hiding out-of-sight on the far side of the layout. Thus your scribe pre-arranged with a chorally gifted track builder [who shall remain nameless] to have a finished layout available on which to demonstrate a multiple socket DC system with memory.

When preparing the demonstration, your scribe was somewhat underwhelmed to find that awaiting him was an unfinished layout with electrical conductivity dependent on aged, suspect fishplates. While the loco performed well over the 15cm track piece to which the wires had been attached, Brio techniques [also known as gerfingapoken] had to be employed on its crossing to further pieces, culminating in its arrival at a crossover, where it fell off.

Fortunately, in its wisdom, the COM agreed to purchase one unit to be trialed on the D, SF & V. As for our chorister, your writer understands the angelic choir has vacancies; I am as yet undecided whether to dispatch him as a tenor or a soprano.

Alan Burrough
Craig Hartmann
Layout Coordinators

Ansbach Branch. This layout was built by Bill Pidgeon in his residence commencing in 1973. When this residence was sold in 2005 the layout was dismantled and all elements carefully numbered. The layout was offered to our Management Committee who considered that, as the layout was of a different prototype to those represented by our existing layouts it would compliment them, the offer should be accepted.

The layout was transported to our Clubrooms and re-erected by Bill with the help of many members, particularly Dave Port, Mick Horn, Roger Solly and John Elfer. It is now complete subject to some minor adjustments and the installation of lighting for the buildings.

The layout consists of a double track main line with six storage sidings on the lowest level. The junction station with the branch line, Oberbaumbach, is on the middle level with many shunting opportunities. The terminus Ansbach is on the upper level also with scope for shunting.

It is proposed to have both shunting sessions and main line running at 1300 on Tuesdays. All are welcome and shunters are needed. Those wishing to participate are asked to meet at the layout at 1300 and contact Bill Pidgeon, John Elfer or Les Kurylowicz.

Chassis Construction

Arguably the most difficult aspect of railway modelling is constructing a chassis that is square and runs freely first time.

A recent innovation solves all the associated challenges of chassis construction. It is called Chassis²PRO and is manufactured by Avonside Works. This is a real professional piece of kit – don't just take my word for it – read the two review articles in *Model Railway Journal* No. 191, Avonside's advert on the back cover and visit www.avonsideworks.com

Right Man for the Job

While it is not uncommon for our illustrious Treasurer to withdraw \$50, it was somewhat unusual to observe him making this withdrawal – from the rubbish bin in our Library. Patrons gasped in awe – briefly – then, following his departure, upended the receptacle in search of further windfalls. Rumours of other secession locations led to the inversion of tables, chairs, fridges and other furniture throughout the clubrooms, all to no avail.

My theory [too late – I've tested it before you read this] suggests a false bottom in the Library bin conceals a certain type of printing press capable of maintaining a healthy Club financial position – evidenced by the above withdrawal.

Yet another example of the financial foresight of our funds manager, making provision for the leaner times our Club may one day face.

A. Nudda Nonymouse

Around the SIGs

Great Western Railway Special Interest Group – The topic for the June meeting was the GWR Horse Power [four-legged variety]. Horses for courses! There were two main applications of genuine horse power on the GWR –

- for pulling road trailers of various types and sizes for the pick-up of goods from customers and delivery of goods to customers who, in either or both cases, were not close to a GWR railway station and who did not have their own cartage facilities, and
- for moving wagons and vans around a goods yard in the absence of a steam locomotive.

There were different types of horses for these applications and for cartage work there were different types of horses used for different load types. The horse was the only mobile power unit available for cartage work on the GWR for many years and, despite the introduction of mechanical cartage on the GWR in 1902, the horse kept going, in decreasing numbers of course, in the following years.

To give some idea of the number of horses in cartage service on the GWR, there were over 3000 in 1909, reducing to 2896 at the end of 1925, to 2828 at the end of 1926, to about 2000 at the end of 1935, to 1773 at the end of 1936 [of which 500 were employed at Paddington for London deliveries] and even in 1945 the total was almost 1000. By another nine years, the horse was no longer being used by the GWR for cartage work. They finally disappeared from places like Evesham in 1952 and from Paddington in 1954.

In the case of shunting horses, it is not entirely clear just how many the GWR had at its peak. By about 1890 the Company owned 117 horses solely used for shunting purposes in various parts of the country. This would undoubtedly have increased up until the First World War but by 1925 the last shunting horse was used at Paddington. The calibre of horse required for this job was a high starting torque at low revs and for this the heavier draught horse breeds were used.

To feed the large numbers of horses was a mammoth task and so a very large Provender Store was built at Didcot [it was demolished in 1976]. The weekly consumption of forage averaged 1000 sacks of oats, 220 sacks of beans, 480 sacks of maize, 110 tons of hay, 16 tons of oat straw and 18 tons of bran, while 40 to 50 tons of straw were used for bedding. The Provender Store was also the repository for medicines, blankets, linseed and other equine needs, all of which had to pass through this store before being distributed around the system.

In the London area, a new single storey set of stables were built in 1876 in South Wharf Road, adjacent to the Paddington Basin of the Grand Union Canal and were known as the Mint Stables [after the nearby public house of the same name]. In 1884 this complex had a second storey added onto it, and this included a farrier's shop, vet. Dispensary, harness room and a mess room and offices for the staff were also included. In approximately 1897 a third storey was added and finally, in 1910 a fourth storey was added.

In every extension the builder was told that "the existing roof was to be removed and replaced when the extra storey was built". In all the extensions the inward and outward appearance of the extensions had to match the existing buildings. There were of course, stables at most stations for one or more horses according to requirements. There was even a Home of Rest [for horses] at West Ealing.

A full set of facilitation notes is available on request.

After a short break we returned and commenced with –

New Acquisitions –

Terry Emerson – showed a book *GWR Sheds in Camera* by Roger Griffiths [Guild Publishing] that he acquired via eBay.

Alan Porter – had a new book from Ian Allan Ltd. *BR Western Region in Colour* by Lawrence Waters, he also showed another book *Illustrated History of the Travelling Post Office* by Peter Johnson and published by OPC.

Ron Fryer – showed two trains. One consisted of a Class 22xx Collett 0-6-0 GWR tender locomotive pulling eight empty open wagons plus a GWR TOAD brake van and the other consisted of a rake of assorted vans [made up of three cattle trucks, one Siphon H bogie van and five general vans plus another GWR TOAD brake van. They had all sat in a cupboard for a number of years but were in excellent condition. Ron bought the lot for \$140.00. Very good value indeed.

Doing Things –

John Brenchley – showed two kits that he has built, a SR Cattle wagon and an 8-plank open wagon, both from the 2mmScale Association. The underframes are all etched brass and the detail is superb. He has yet to paint them.

Alan Porter – talked about his continuing plans for his Wills Water Mill kit – it is progressing well in the planning stage.

Ron Fryer – talked about the Metcalfe N Scale card kits of railway cottages that he is tackling for *Durham Town*. He now knows why he has chosen OO for his preferred scale!

Great Western Railway Special Interest Group. The subject for the July meeting was the GWR Diesel Shunters.

The British standard gauge diesel shunter for general rail application dates back nearly 77 years to 1932 when the LMS Works at Derby constructed an 0–6–0 diesel shunting locomotive on the frames of a LMS Class 1F tank locomotive No. 1831 originally built in 1891. This machine proved to the LMS that a diesel locomotive was greatly superior to a steam locomotive for shunting duties – it did not need a fireman, it could be shut down and restarted as and when required and it did not require frequent journeys away from the job to top up with coal and/or water.

Having shown the way with a diesel power unit but with frequent failures of the transmission equipment, it was used on shunting duties at Derby until 1939 when it was converted to a Mobile Power Generating Unit MPU3 in which form it served at Coventry, Crewe and Derby during WW2.

Between 1934 and 1936 the LMS ordered a variety of diesel shunters and in 1939 and 1940 three of the shunters, Nos. 7069, 7071 and 7076 were loaned to the GWR for a short period before being loaned to the War Department.

Leaving the LMS to LMS SIG, we now turn to the GWR. The Hawthorn–Leslie salesmen must have been peddling their 350hp diesel shunter design around the traps for, in addition to the loan of 7079 to the LMS in 1934 and its success having been proven by 1935, an almost identical diesel electric shunter appeared on the GWR in 1936 – it was given GWR No. 2. It and LMS 7079 carried the classic cast Hawthorn–Leslie maker's plate on each cab side. The shunter, GWR No. 2, was purchased outright from the beginning and was renumbered by BR 15100 [being the only GWR locomotive to be renumbered when passing into BR ownership]. It was withdrawn in the late 1950s.

After WW2, the GWR designed seven more diesel electric shunters to serve with No. 2 [which was to have been numbered GWR No. 500] but these were not built and put into service until BR days. These seven diesel electric shunters were essentially identical to the later BR Class 08 and renumbering of a Bachmann or a Hornby model of a Class 08 is all that is required to make a model of any of Nos. 15101–15107.

The only other GWR diesel-mechanical shunter was No. 1 purchased by the GWR in April 1933 after a short period as a demonstrator. It was built by John Fowler & Co.[Leeds], the famous traction engine and road roller manufacturer. It was painted GWR green, fully lined out and carried the words 'GREAT WESTERN' on the cab sides above and below the cast metal maker's plate. It worked in the yards at Swindon until March 1940 when it was sold to George Cohen, Sons & Co.Ltd, Stanningley, Leeds, who resold it late that year to the Ministry of Supply.

Much more information is included in the facilitation notes which are available on request.

Barry Peacock was under the impression that the subject for the night was the GWR Bogies and had come prepared, so not to disappoint him whilst we had a hot drink and a biscuit or two we held an informal discussion on bogies – GWR style. Barry had several different types to show us, most of which he had adapted to look like the correct format of the various GWR bogies. This is a subject that we could spend some more time on in the future – one of next year's subjects maybe.

New Acquisitions –

Ron Richards – showed us his new Dapol wagons – GWR shirtbutton, Fruit D van, GWR 5-plank open wagon and GWR 20-ton Loco coal wagon.

John Brenchley – showed the latest copy of the *Journal of the Great Western Study Group*.

Terry Emerson – showed a set of 5 DVDs call *The Decades of Steam 1920s – 1960s*.

Barry Peacock – told about his purchase from Great Western Trains, Safety Bay of a GW Clerestory half brake, half third coach that he is now 'amending' to something else. We await with bated breath!

Ron Fryer – had four books to show that he had bought secondhand although they were in excellent condition, as follows –

- *GWR Service Timetable Appendices 1945* published by D. Bradford Barton Ltd.
- *The Heyday of Steam in South Wales* by Derek Huntriss published by Ian Allan
- *On Cambrian Lines* by Derek Huntriss published by Ian Allan
- *Great Western SWINDON* by Robin Jones published by Mortons Media Group

Doing Things –

John Brenchley – showed a GE Cattle wagon – a 2mm plastic kit with an etched chassis. Also a 2mm Association kit of a GW Cattle wagon with an etched kit. He must have the patience of Job!

British Railways Special Interest Group. The subject for the June meeting was the BR Peaks [Classes 44, 45 and 46] Diesel Electric Locomotives.

In 1955 the Modernisation Plan produced by the British Transport Commission proposed the replacement of the steam locomotive by electric and diesel locomotives and by electric and diesel multiple units [EMUs and DMUs]. Originally pilot orders were placed for three types as follows –

- Type A – 800–1000hp for freight traffic
- Type B – 1000–1250hp for mixed traffic
- Type C – 2000hp and above for heavy duties

The Type C locomotives ordered were –

- ten 2000hp diesel electric locomotives from English Electric [using EE engines and transmissions] and destined for the Eastern Region,
- five 2000hp diesel hydraulic locomotives from the North British Locomotive Co. [using MAN engines and Voith transmissions] and destined for the Western Region,
- ten 2300hp diesel electric locomotives from BR [using Sulzer engines and

Crompton Parkinson transmissions] and destined for the London Midland Region.

The locomotives in [a] were the prototype for the 1Co–Co1 Class 40s, those in [b] were the Class 41 A1A–A1A Warships and those in [c] were the 1Co–Co1 Class 44s and it is these last mentioned that are the subject for the evening.

The BTC placed an order for ten 2300hp diesel electric locomotives with BR Derby Works in December 1955. Construction started in mid-1958, the first one being completed in April 1959 and the last one appeared in February 1960. They were very heavy locomotives weighing in at 133.1 tons and, as the axle loading requirements could not exceed 17.5 tons, they could not be carried on six axles. A leading pony truck was eventually incorporated in the bogie design, thus we get 1Co–Co1 wheel arrangement and this reduced the axle loading to 16.63 tons.

They were originally numbered D1 – D10 and subsequently, under the TOPS scheme, 44001–44010 in the same order. They were named after mountains in England and Wales, thus the Class name Peaks came into being. Their performance was, however, somewhat disappointing and with the arrival of the Class 45s they were allocated to Toton Depot where they spent the remainder of their working life until withdrawal between 1976 and 1980.

During 1957, before the first Class 44 was even started, a batch of 127 locomotives to the same design was ordered with the slightly more powerful Sulzer 2500hp engine. They were slightly heavier [136.1 tons] but basically their characteristics were the same as the Class 44s. In 1960 construction started at Derby Works on D11 – D49 and at Crewe Works on numbers D50 – D137. In 1967 a refurbishment programme was introduced to improve their reliability and all members passed through Derby Works during the late '60s.

Initially seventeen of the locomotives were named, sixteen after various Regiments and Corps of the British Army and one after a destination on the London Midland Region!! Not one English or Welsh mountain was included but the Class was still known as Peaks. The final Class 45s were withdrawn in 1988.

In 1959 the BTC ordered a further 76 locomotives from the Derby Works, basically the same as the Class 45s but with Brush transmission in place of Crompton Parkinson. Only 56 locomotives were actually built [the left-over parts were used in the building of the Class 47s but that is another story]. This fleet of 56 locomotives became Class 46 Peaks [none being actually named after any peak!]. The last Class 46 was withdrawn in 1984. Four were kept by the BR Research Centre in Derby [No.46009 being used for the British Nuclear Fuels flask collision at Old Dalby – a rather spectacular ending to its life.] A full set of notes is available on request,

New Acquisitions –

Tom Stokes – showed his models of the Oxford Diecast 00 Daimler hearses [one with a coffin that he has put into it complete with floral tributes]

Geoff Mercer – showed his new Dapol 00 Track Cleaning Car.

Terry Emerson – showed a secondhand book that he had acquired – *Western Australia Government Railways – Rules 1962*.

Steve Rayner – brought in his purchase from the Exhibition, a Hornby Dublo Breakdown Crane set complete in its box. Definitely a collector's item but very usable.

Ron Richards – showed a model of a signal box and gantry that he bought secondhand. He

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:–

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the Around the SIGs article.

August

Saturday	15	[8]	The Branchline assembly followed by General Activities
Monday	17		Annual General Meeting
Tuesday	18	[9]	Daylighters Group – daytime meeting
Wednesday	19	[10&11]	Great Western Railway Special Interest Group meeting – GWR Coach Bogies
Friday	21	[12&1]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	22	[2]	General Activities
Tuesday	25	[3]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	26	[4]	British Railways Special Interest Group meeting – Open merchandise wagons

Friday 28 [5] **N Scale Special Interest Group** meeting – layout construction
General Activities – S Scale Running Night

Saturday 29 [6] **General Activities**

September

Tuesday 1 [7] **Daylighters Group** – daytime meeting

Wednesday 2 [8] **LNER Special Interest Group** meeting – topic to be notified

Friday 4 [9] **N Scale Special Interest Group** – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains.
General Activities

Saturday 5 [10&11] **General Activities**

Monday 7 [12&1] **Share an interesting video with other members.**

Tuesday 8 [2] **Daylighters Group** – daytime meeting
North American Railroads Special Interest Group meeting –
Large Scale Special Interest Group meeting –

Wednesday 9 **DCC Special Interest Group** meeting – Naval Base

Friday 11 [3] **N Scale Special Interest Group** meeting – layout construction
General Activities

Saturday 12 [4] **General Activities**
Note – revised deadline for October issue of The Branchline.

Monday 14 [5] **S Scale Special Interest Group** meeting – Bogies, wheels and wagons of the WAGR/MRWA in S scale. Train running on *Swan View*.

Tuesday 15 [6] **Daylighters Group** – daytime meeting

Friday 18 **N Scale Special Interest Group** meeting – layout construction
General Activities

Saturday 19 [7] **General Activities**

Tuesday 22 [8] **Daylighters Group** – daytime meeting
North American Railroads Special Interest Group meeting –
Large Scale Special Interest Group meeting –

Wednesday 23 [9] **Great Western Railway Special Interest Group** meeting – Bring, run and tell about a GWR train

Friday 25 [10&11] **N Scale Special Interest Group** meeting – layout construction
General Activities – S Scale Running Night

Saturday 26 [12&1] **The Branchline assembly** followed by
General Activities

Monday 28 **Queen's Birthday Public Holiday** – no meeting

Tuesday 29 [2] **Daylighters Group** – daytime meeting

Wednesday	30	[3]	British Railways Special Interest Group meeting – Bring, run and tell about a BR train
October			
Friday	2	[4]	N Scale Special Interest Group – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. General Activities
Saturday	3	[5]	General Activities
Monday	5	[6]	Railway Bridges – different types for your layout
Tuesday	6	[7]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	7	[8]	LMS Modellers Special Interest Group meeting – Modelling the contribution of the Lancashire and Yorkshire Railway and the other English constituent railways to the LMS.
Friday	9	[9]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	10	[10&11]	General Activities

(Continued from page 9)

intends to modify it to look GWR-ish. The purpose of it is to hide a point motor.

Terry Hammond – produced a rather long list of items that he had to show. The first four items were from City Models –

- Hornby R2581 BR 4-6-0 N-15 30764 *Sir Gawain* steam locomotive, weathered and included a whole package of bits to be fitted including driver and fireman. \$140.00
- Hornby R2685 BR 4-6-2 West Country class locomotive *Bude* with LMS tender [1948 trials]. It also included a package of bits and pieces as above. \$150.00
- A Metcalf kit MQ054 Red Brick Sheets. Contains a really useful assortment \$19,95
- A copy of *Trains Illustrated* No. 29 *Express Trains*. As it covered several Southern expresses Terry was happy. \$1.00
- A book/magazine *Flying Scotsman* edited by Nigel Harris published by Silver Link \$5.00
- Next was a Wills Scenic Materials pack – Corrugated asbestos from Maylands Model Railways \$10,00 [\$18,00 new]. Seems quite a good bargain,
- A book *Somerset & Dorset Locomotive History* by D. Bradley & D. Nilton, published by David & Charles, printed 1973. £3.50 from Mike Edwards.
- Hornby Scenics – eight bags of scatter material at half price \$5.30 down to \$2.65
- Jigsaw puzzle Age of Steam series – At the Station – LMS 4-6-0 6138 locomotive – 1000 pieces \$25.00
- A DVD *Vintage Steam* \$5.00 ex-Maddington Markets
- Another DVD *Extreme Trains – High Speed Trains and Crash Investigations*. A

Birthday present from his son and, finally, his purchase, which he could not as yet show, a cast-iron notice of Southern Railway origin, that he had bought from a York Antiques Shoppe. He is awaiting its arrival and we hope to see it at the next meeting.

Doing Things –

Graham Horton – demonstrated his 3-drawer carry box [a flat-pack kit from IKEA] all inclusive – \$20.00.

S Scale Special Interest Group. The Group's June and July meetings were well attended with 33 and 44 keen members, respectively. The event for the June evening was billed as a Bring and Show and gave the members the opportunity to evaluate the display of *Swan View* at the Model Railway Exhibition.

The meeting was opened by Graham Watson at 2020. Stuart Mackay was unable to attend the meeting as he was on a short holiday in Dunsborough and Brian Norris was unwell. So it fell on Bill Gray to write up the notes for the meeting. Visitors welcomed to the meeting were Neill Turner, Brian Muhling, Stuart Donetta [Keith's brother], Torquinn Beckett, and Alan Meldrum.

Discussion took place regarding the Exhibition which, from all accounts, went well, with the costs being covered by the end of Sunday. While *Swan View* won the Richard Smart Trophy for the Best Scenery, the Jack Stanbridge Trophy for the Best Model Railway and the Bill Gardner Cup for the Best Model of a Railway. Kelvin Davis, a keen member of the Group received the Best Presented Stand award for his layout of the World War II, *Siegfried Line*.

The lighting on *Swan View* received many favourable comments and thanks were expressed to Murray Hartzler, John Hatch and Graeme Mackay for providing the system. Thanks were also expressed to Murray and Brian for coordinating the layout operations and to Simon Mead for the new and additional points control panel. There were some comments on minor issues. They included not enough trains being out where the public could see them, some models near the front of the layout were in shadow and the members manning the Demonstration tables probably needed to interact with the public a bit more. The inevitable question arose as to what layout to display next year? Bindiup won't be available. If it is not sold in the next couple of months it will be broken up. Bill Gray also called for articles for the *ASn Modeller* magazine for the coming editions.

The theme for the June meeting was to bring and show a current modelling project.

Gary Gray showed his model of a WAGR bogie cool storage van, built by joining two EB kits together on an RCA wagon underframe. There was some discussion regarding the colour of the refrigeration unit which is blue in some photos. Gary also showed a set of GA Models LA ballast wagons, all joined together with No. 4 fishing swivels. The height of the models makes using KD couplers difficult. The fishing swivels are also much cheaper than multiple KDs.

Bill Gray showed this year's Exhibition project, an EB cool storage van. This is the first Railwest Models kit he has modified to provide a new class of wagon.

Murray Hartzler showed three S scale model trucks, made by Vanguard, which he purchased for a good price at the Exhibition. These were a Commer, a Bedford S type, and a Thames Trader. He now has a dilemma because one of them was a limited edition model. Should he give it the chop to Western Australianise it, or not?

Roger Palmer showed a Railwest Models D class van he put together at the Exhibition. He also

showed a JH tanker built from a GA Models kit and some superglue accelerator, very useful for making the super glue go off on white metal bogies.

Charles de Bruin showed a Railwest Models Z class he has been building, with a few modifications, including a hand rotary pump on the running board, and his photographed number plates.

Neil Blinco showed his V class loco, which performed extremely well during the Exhibition. It was built on a Bachmann Berkshire chassis, with altered valve gear.

Paul Tranter showed an On30 set of points he purchased at the Exhibition. The sleepers are very close to WAGR size and spacing, albeit a fraction long. They are a No. 5 turnout, a bit sharper than a Peco medium radius turnout.

John Hatch talked with Tony of Model Etch at the Exhibition about doing a brass etch of the CXB sheep wagon he is working on. **Greg Aitken** purchased some ladders from Tony for his VFA van and JN tank wagon and they look very nice.



One of Greg Aitken's VFA vans modified from an X class models VF van kit with an etched brass ladder, from Model Etch.

Gray Pilmoor showed a couple of HO scale double stacked container wagons. These are American vehicles which Gary has Australianised. He also showed a sheet of Australian National decals which he made on a laser printer, using a sheet of laser decal paper he bought from Stanbridges and a spray can of Brunswick Green auto touch up paint. The colour is almost perfect for AN green.

Graham Watson showed a book on the *History of the Pinjarra to Narrogin Line* by Roger Sollis. It was being sold at the Exhibition by the Hotham Valley Railway. He also showed the new Railwest

one piece D van kit, which is basically a box, to which the ends and roof are glued to complete the body, thus saving any difficulties in getting the body square. Finally, he showed a jig which he uses to get the axles on four wheel wagons parallel, the right distance apart and with the wheels in line.

After the usual coffee break, the *Swan View* layout was re-erected in the layout room.

The Group's July meeting was well attended by 42 members and two visitors. Mike Milner was also a welcome member, he had made the long trip up from Busselton.

The formal part of the meeting was opened at 2030 with an introduction by Graham Watson. Graham referred members to the recent email describing the new items available from Railwest Models and more specifically, to the availability of a parts kit for those who want to scratchbuild a WAGR N class 4-6-4 steam locomotive. A complete kit of a D van will also be available in the near future to complement the V van kit released this evening. Graham also asked for a few volunteers to help Simon in laser-levelling the *Swan View* layout at the conclusion of the formal part of the meeting.

As usual the meeting began with an interesting bring and show.

Charlie De Bruin showed his recently completed S class locomotive with detailed pipework and an open roof hatch which Charlie modified on the original kit. The locomotive was subtly weathered and really captured the reality of the steam era.

Ralph Horley showed how he has been modifying the Bachmann 03 chassis to accommodate the Railwest one-piece casting of the Z class locomotive. Ralph completely dismantled the loco and carefully filed down the split frame chassis block which was too high to fit under the long hood.

Stuart Mackay showed his recently completed kit of a three-road locomotive shed. The shed started life as a 4mm scale shed for the British market by Pikestaff Depot. Stuart's long-time friend Graham Horton found it surplus to his needs and offered it to Stuart. The kit comes in blue injection moulded styrene panels which can be built to suit the heights and widths of N gauge and OO locomotives. With a little further modification to the width and the height of the doors and the addition of the optional concrete plinths to raise the height, it can be used as an S scale shed. The shed resembles the loco shed on the MR line at Watheroo and would be a nice addition to a layout recalling the post-world war II period.

Stuart also showed a couple of the X class variants he is currently building from his X-class models kits. One was an XA on the mechanism supplied with the kit and the other was an X class [or an XB] with the alternative floor to suit the Bachmann DD40 mechanism. The DD40 is due to be re-released by Bachmann this year and is an eminently suitable source of mechanisms providing two X class mechanisms from each DD40 model.

Finally, Stuart showed two examples of the GA models LA ballast hoppers he has recently assembled. These are delightful little models which ran in un-braked blocks of eight or more on work trains all over the system. Joe Moir reminded the members of the differences between the L and LA types. Andrew May's website describes and explains the history of the L/LA wagons and their differences which is more than just the addition of hungry boards. The L's were an earlier version of the LA.

The GA Models LA kit comes without hungry boards and these can be added by the modeller. The casting method used prevents the hungry boards being included in the one-piece mould. The MRWA also had a hopper wagon classed O [64 units] built by the WAGR for the MRWA and absorbed by the WAGR in 1964. They were reclassified L and these had significant differences yet

again to the LA version. It is believed that none of the MRWA versions are preserved. A photo of the MRWA version of this interesting hopper is also include on Andy May's web page.



Models of LA wagons, minus hungry-boards on Medullup Railway.

The original outline drawings show brake and hopper wheels but most photos and surviving wagons at the Museum, Bennett Brook and at Mingenew have handles rather than wheels. Simon Mead said that the wagon at Whiteman Park had blocks between the springs and the sole-bars to raise the heights of the wagons just as Gary Gray has done on the rake of wagons he has built. The discussion which the models raised was valuable for those intending to assemble kits of the LA wagons.

The main topic of the meeting was the making of etched brass parts for models of various scales. Brian Norris and Lynton Englund have both had success in producing etched brass bits and fittings for models using simple, inexpensive low-tech methods. Brian began the talk by showing the disposable black meat trays, plastic tools and etchant he uses to etch the brass sheet. Brian uses a computer with the Word drawing facility to draw the desired item.

In Brian's case he drew fences and gates for end platforms for the Gilbert cars and AV/AS/AQS coaches. These are then printed from the computer and photocopied onto etching paper. The blue etching paper is then ironed onto brass sheet leaving a black resist outline on the brass. The brass strip is then placed in a tray of the etchant for up to three hours, dissolving the unwanted brass and leaving the desired part or fitting. Discussion ensued regarding the safety measures required when working with caustic liquids and the gear required, such as safety goggles, gloves, plastic tools and

the appropriate handling and disposal of spent etchant material.

Lynton endorsed Brian's narrative and described additional methods he used to produce etched brass fittings. Name-plates and number plates lend themselves to the etching process using dry, rub-on letters and numbers [such as Letraset or similar] which form the resist for etching using a powder/water mix of etchant. Lynton has also drawn outlines directly onto brass strip using fine permanent marker pens with good results. For those who wish to use these methods Lynton referred modellers the Feb and October, 2004 issues of the *Australian Model Railway Magazine* which describes the process in more detail.



An LA wagon on display at Mingenew in 2008, without the hungry boards.

Thanks to Bill Gray and John Hatch for taking notes at the past two S Scale meetings while Stuart Mackay has been enjoying a bit of a rest. Stuart reports that his latest treatment has been successful at this stage and he thanks all the members of the Branch for their expressions of concern and best wishes.

The S Scale Special Interest Group meets on the second Monday of every month at 2000 in the AMRA clubrooms in Moojebing St, Bayswater – visitors are always welcome.

Information regarding models and kits of WAGR prototypes by Railwest Models, GA Models, Double G Models and X-class Models is available from Graham Watson on 08 9250 1084 or via email grahamrwatson@hotmail.com

Contact Stuart Mackay on 08 9310 3858 or mackays@iinet.net.au for general information about the S Scale Group.

Bill Gray is the WA contact for the ASnM magazine and is always grateful for contributory articles no matter how long or short. Bill can be contacted on william_gray@optusnet.com.au

British Railways Special Interest Group. The subject for the July meeting was a BIG, BIG subject and what follows in the facilitation notes only scratches the surface! Maybe we will explore further at some future date.

The first part of the Notes explains Registration Marks, these are what we would normally call Number Plates. The system used in Britain seems, at first glance, to be very complicated but it isn't all that hard to understand [provided you have a Ph.D.]!

A rundown of the system as it has evolved from 1903 through to the present follows in the Notes and may be useful background information. It may also assist in correcting the number plates of model road vehicles, the prototypes of which were first manufactured **after** the year[s] indicated on the number plate of the models.

The second part of the Notes tells us of the Ready-to-Use 4mm/ft scale models of road vehicles of the 1950s and 1960s by the manufacturer of the models and just how accurately scaled they are or are not! Following on from this information a very useful bar chart for the period 1945–1984 is included at the end of the Notes. It illustrates the time span when various vehicles were made and when they were no longer in production but common on the roads. It includes some of the RTR models available up to 2007. However, it omits many, many RTR models which have appeared since 2007 and so a further tabulation has been included within the Notes in an attempt to fill the gap.

These notes are available on request.

New Acquisitions –

Terry Hammond/Ron Richards – showed their PO wagons that they received as part of their Bachmann Club memberships. We gave some thought and discussion as to whether the Club fee of Stg£33 was worth it. The wagon concerned was a 7plank end door, open wagon *Thomas Hunter Ltd, Rugby* [Bachmann p/no.37-2009k]. Terry also showed a booklet [secondhand] called *The Horse Bus as a Vehicle* by Charles E. Lee, that he had purchased.

Steve Rayner – showed some N scale vehicles by Farish [Minis & FX4 Taxis]. Two points were expressed by Steve that they were not a patch in quality on Oxford Diecast models and were much dearer. Steve also showed a Farish [Bachmann] Class 73 Electro-Diesel Bo-Bo locomotive 73138 in BR blue [large logo] in N scale.

Nick Pusenjak – showed two Oxford Diecast models of the same vehicle, a Daimler DS420 limousine in white, one in 4mm scale and the other in O scale. He owned a 12in/ft version for 14 years and can vouch for the accuracy that the models have.

He also showed a TRUX model of a Sydney Leyland Atlantean D/D Bus in 1:76 scale. His final showing was a new Hornby SR Schools Class 4–4-0 locomotive and its 1981 Hornby version for a comparison. The 1981 version stands up surprisingly well.

Doing Things –

Ron Richards – informed us that he is at present wiring up his control panel on his new layout.

Terry Hammond – showed us a set of rears of houses that he has adapted from Metcalfe kits. He has also built all the various rooms, stairwells, etc. from scratch and he intends to suitably decorate then illuminate them. It just shows how versatile Metcalfe and Superquick card kits are.

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Richard Johnson	9455 6421
Large Scale	Jim Gregg	9298 9442
Great Western Railway Modellers	Roger Solly	9444 7812
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

From the Scribe's Quill

Meeting No 323 – June 2009. The major items of business dealt with at this meeting were –

- The preliminary outcomes of the Exhibition were discussed. All in all it was a very successful event, with attendances near 12500 for the weekend.
- Damage was caused to the Robinson Pavilion during the setup. AMRA paid \$99 to make the building safe but without admitting liability.
- The Committee agreed to attend the Wembley Downs Fair again this year, on 31 October. The *Goldfields Line* will be displayed.
- The lighting used on *Swanview* at the Exhibition was considered very good and would be easily adaptable to all AMRA-WA layouts. The cost of a set of lights would be investigated and a firm proposal developed in due course.
- Proposed works around the clubrooms include tree lopping to reduce the influx of leaves into the clubrooms and concreting a pad on the north western side of the building.

Meeting No 324 – July 2009. The major items of business dealt with at this meeting were –

- Installation of the lockable cabinet to store videos and DVDs is continuing. All electrical work in the library area has been completed.
- The Committee accepted a quote for \$8250 to concrete the pad leading to the current storage area. The works will be carried out when the contractor's timetable permits.
- The Committee made a contingency to cover the potential costs of repairing damage to the Robinson Pavilion that was caused during the setting up of the Exhibition. AMRA's insurance company has already been informed of the potential claim.
- The Branch will be obtaining some DVDs of the 2009 Exhibition that will be available to members at a cost of \$10. The DVD is a series of shots that might be used in 2010 TV advertising.

Management Committee Submissions. The Management Committee frequently receives items for consideration shortly after a Committee meeting has been held. This means that these items do not get considered until the next Committee meeting up to four weeks later. In an effort to resolve this problem we publish the deadline date for submissions to be received by the Branch Secretary. Items can be posted to the address on page 2 of this issue or placed in the Secretary's pigeon hole.

The **Submission deadlines** are –

Submission deadline	for	Committee meeting
10 September		17 September
8 October		15 October
12 November		19 November

Membership Matters

I do hope you have all been using the time when the rain has been falling to good use.

Time is coming upon us that for those who have not renewed yet to renew their membership. If you wish to renew at our Clubrooms then you have until the middle of September to do so, otherwise you will have to renew online through the Association's web site or send in your renewal yourself.

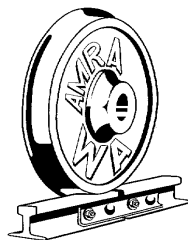
Since the last issue of *The Branchline* the following people have joined our Association.

Drew Graham	Carramar	9mm
Mark Galatowitsch	Nedlands	HO
James Hidden	Koongamia	O 7mm
Ian Spencer	Clarkson	
Clare Gartner	Mount Lawley	45mm
John Gartner	Mount Lawley	45mm
Brian Hansord	Swan View	HO
Desmond Houldsworth	Maddington	HO OO
Brian Muhling	Kenwick	O OO Sn3.5
Neill Turner	Woodvale	Sn3.5
Alan Meldrum	Como	OO/HO
Charles De Bruin	Jane Brook	Sn3.5
William Quartermaine	Thornlie	HO
Simon Clarendon	Narrikup	Sn3.5 On30

Please make yourself known to the Duty Officer at your first few meetings. I encourage you to ask questions as there are many aspects to our Branch. Time at our Clubrooms is never wasted.

John Maker
Membership Registrar

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 195 October 2009 Vol 32 No. 5

Frans Fatidic

Another year and a new Management Committee. I would like to welcome Ralph Cope, our new Secretary, and Committee Member Craig Hartmann, both have been on our Management Committee before and I hope they will enjoy themselves this year.

I would like to thank the outgoing Committee Members Neill Phillips and Alan Burrough for their fantastic support over the years.

It was nice to see so many members at the 2009 Annual General Meeting which made the night go very smoothly. My special thanks to Barry Keens who once again came down to Perth to especially run the elections and once again did a great job. I must congratulate Ron Fryer and Alan Higgs for receiving their Meritorious Awards and Alan Burrough for the Ted Thoday Clubman of the Year award – the respective citations are below.

This year we hope to get the new building underway and do more maintenance on our club rooms and their surrounds, we will need everyone's help to keep this Branch one of the top Model Railway clubs in Australia.

The Management Committee has decided to again put out surplus magazines for members to purchase but please when you go through the magazines do not leave them in a messy state, make sure you put them back in the appropriate spot where you found them. If you are looking for magazines to fill the holes in your personal collection this is the place you should look.

The cleaning of our Clubrooms still leaves a lot to be desired and I urge all Groups to make sure the cleaning is carried out as specified on the appropriate date otherwise another solution will have to be found.

Christmas Social Function. Please make a note in your diaries for Saturday 5 December, starting around 1700 for members and their families to get together for a bit of Seasonal good cheer, etc. Look forward to seeing you there.

Please note our new email address – rosieandfrans@netspace.net.au

Frans Ponjee, Branch President

Print Post Approved

PP631312/008

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Secretary

Ralph Cope – 9361 6732
Mobile – 0437 611 441
email – rcopey@iprimus.com.au

Treasurer

Ron Fryer – 9401 3514
email – not available

Committee

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Niels Kroyer – 9315 9635
email njtskroyer@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Steve Rayner – 9379 1147
email – SteveRay@westnet.com.au

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

Meritorious Awards

As Branch President I had great pleasure in presenting, on behalf of the Association's Committee of Management, Meritorious Awards to Branch members Alan Higgs and Ron Fryer at our Annual General Meeting.

Frans Ponjee

Alan Higgs

Alan has been an Association member since 1989 and has been involved in all aspects of our Branch's activities. Alan was on our Branch Management Committee for several years where he became involved in preparing the initial paperwork for a proposed extension, which hopefully we can make a start on this year.

For many years Alan has planned, prepared and help erect our Exhibition barricading, spending every day at the Exhibitions helping out in various positions as required.

Alan was, and still is, very involved with the layouts in our Clubrooms. His forte is making sure that the track work on the layouts he works on is 100% perfect, even if that means re-laying most of the layout.

Alan is a great person and always willing to help with any task that is needed in our Clubrooms.

Ron Fryer

Ron joined the Association in 1983 and has been involved with the English side of our Branch's activities, including refurbishing out *Haltwhistle* layout, rebuilding the complete village and becoming the local Vicar in the process. Ron has also built many buildings for the other layouts when requested.

Ron became involved with our Management Committee as Treasurer two years ago and managed to sort out our finances after they were left in a rather messy state and, after some very hard work, managed to turn them around to show that our Branch is in a very good financial position.

Ron has also taken on various tasks to help our Branch go ahead and to be in a good shape for the future, this includes the managing of all the finances for our Exhibition, which in itself is a very hard task.

Ron is a very valuable member of our Branch.

The Ted Thoday Encouragement Award for Clubman of the Year

It gave me considerable pleasure to present the Award at this year's Annual General meeting to –

Alan Burrough

Every Saturday and school holiday Tuesday Alan can be found under the new North American layout, busy wiring it.

He progressively plans, seeks quotes, requests Committee permission and orders the material and parts required.

As a Member of our Management Committee member he has fulfilled his duties zealously.

As House Maintenance Officer he not only arranges for work to be done, he also does the work himself, the cages over the outside lights he made himself.

When he is Duty Officer he often opens up early and you will usually find him cleaning or tidying up the Clubrooms or toilets.

When it comes to buying soft drinks for the Club, he is always on the lookout for the cheapest prices.

If anyone requests help he is more than willing to stop what he is doing and help. He attends the First Monday in the Month meetings and, of course, he has been joint coordinator of ModelRail.

Alan is the perfect Club member, easily approachable and with a good sense of humour.

Exhibition Manager's Report

Please find enclosed in Branchline an Expression of Interest Form for the 2010 Exhibition to be held on the long weekend of Saturday, Sunday and Monday 5, 6, 7 June. I would like to see this Exhibition do even better than 2009 and hope to get a lot of new Exhibitors to participate. All the information is on the form so **please read carefully**.

Frans Ponjee
Exhibition Manager

ModelRail

This year's ModelRail will be on Sunday 8 November between 1000 and 1600 and will be an open day with a display of members' models aimed at assisting modellers already involved in the hobby to further develop their modelling skills.

It is intended that a selection of modelling activities will be presented by experienced modellers in a way that allows the visiting modeller to interact, ask questions and learn from the presenters.

For ModelRail to be a success we will need every possible assistance – will you help? If you would like to be one of our demonstrators I would like to hear from you as soon as possible.

I would also like to hear from any other member, who is prepared to give some time to assist with the various administrative tasks that need to be done. Please let me know as early as possible if you are prepared to assist.

Alan Burrough

From the Editorial Desk

The Branchline – December issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 21 November please. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 20 November
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 21 November
- For items transmitted electronically via e-mail – 1800 Saturday 21 November email address is mandtt@three.com.au – please use subject heading The Branchline.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on **Saturday** 5 December and will include AGM material

Please note the intended dates for *The Branchline* publication for 2010 –

	Editorial deadline	Assembly, etc.
February	Saturday 23 January	Saturday 6 February
April	Saturday 27 March	Saturday 10 April – includes pre-exhibition material
June	Saturday 29 May – for routine material Sat 12 June – for exhibition reports	Saturday 26 June – will include exhibition reports and AGM material
August	Saturday 31 July	Saturday 14 August
October	Saturday 25 September	Saturday 9 October – will include Minutes of 2010 AGM
December	Saturday 20 November	Saturday 6 December

Ted Thoday

RailFest 2009

This year's RailFest is on Sunday 11 October at the Railway Museum, 136 Railway Parade, Bassendean between 1000 and 1700.

Features include the Power Parade – see various locos up close, model, miniature and garden railways, plus a range of other interesting exhibits and activities.

For further information see the flyer enclosed with this issue of *The Branchline*.

Literary Lines

The EM Gauge Society has provided us with a copy of Version 2 of the Society's Manual CD – Very much appreciated,.

Ted Thoday has provided copies of several sheets of Section 1 of the EMGS Manual – these relate to Track Construction and Features – well worth a look – the sheets are now in our Library copy of the Manual.

Ted has also supplied a copy of EMGS Newsletter No. 180, this is in the reading racks.

Donations of magazines, books and videos/DVDs continue to pour in, thanks everyone. The donations are keeping your Librarians busy and making our Library an even better place to do your research.

Magazines that are not required for our Library are for sale and will be placed in the racks in the Meeting Room, after one month any unsold magazines will be removed, bundled and stored ready for sale at our next Exhibition. **[Library – on Saturday afternoons the Library will be open for receiving and issuing books, magazines and videos from 1400 to 1630 only.]**

Around the Layouts

Haltwhistle. The layout is going very well, now that we have ironed a few bad running spots in the sidings on the branch line.

The members are getting to know how to use the layout's new controllers and are commenting in favour of them.

I have run a few of my DCC locos with the controllers without any problems.

Tom Stokes
Layout Supervisor

The Valentine Run – The what? It has been decided by a higher authority [Craig] that *The Denver, Santa Fe and Valentine Railroad* was too much of a mouthful and took up too much of one's Saturday afternoon to say, so, henceforth the layout is to assume the above somewhat briefer title, though the original title is still the official name.. There was one who quite enjoyed members' mangling of the title until the tongue twisted victim eventually resorted to "the American layout" – but it may be discrete not to identify him [snicker, snicker].

Alan Higgs and Bob Green have been installing and testing Tortoises under the switches and we look forward to their [the Tortoises, not Alan's and Bob's] connection to the awaited control panels.

Craig has made an excellent job of building the Glacier Gravel kit – even the mock-up was in demand. The loco service area has been repowered after a fault was eventually tracked to a temporary connection [see awaited control panels].

Peter and Murray continue to enhance Modules F and G – the selection of station and associated structures at Valentine will be their pleasant duty.

One unit of the proposed memory* DC system has arrived and we are about to start trials. Also

accompanying it was a 110 volt transformer which will virtually assure the cremation of the unit if employed. As the warranty is voided if another transformer is used, we are looking for a volunteer trained in fire extinguisher usage and 240 volt survival.

* when the controller is unplugged, the loco continues at its previous speed

Alan Burrough
Craig Hartmann
Layout Coordinators

4th National Garden Railway Convention

The Wellington Garden Railway Group are hosting the Convention at the Fernridge School, Upper Plain Road, Masterton, New Zealand over the weekend of 20-21 March 2010.

For further details go to <http://www.culcreuchfold.ord.nz/wairarapa2010.htm>

Around the SIGs

N Scale Special Interest Group. It has been some time since the last report as there has been little time for much else.

The Group is again growing in attendance as more new members join in. There is also a good attendance for the Tuesday crew.

The layout is now really starting to look like a layout and not just a place to run trains. The temporary end has now been removed and a permanent end has been constructed. This is nearly finished with some scenery and some ballast needed to finish off. Bob and George as well as Wern have been really pushing hard to get everything finished.

The freight and engine yards are also nearly complete with just a few minor items to be finished.

The Friday crew has also been hard at it as well with the city and branch line end complete for scenery and a few buildings but also around to the yards as well. Ray has been also working hard to finish the dam and falls module but this has had a bit of a redesign whilst in progress. Eddie who is one of our newer members has done a great job on completing the scenery at the branch line end.

The harbour module has now been fully wired and the detailing is now moving along. Neil has been spending a lot of his time under the layout and anyone attending usually will find him under a module somewhere.

Steve has been inundated with ideas as the construction progresses.

Each running night is attended well and both *Frans River Line* and *WesterNRidge* are in operation for those wishing to run long to short trains

S Scale Special Interest Group. The Group's August meeting was extremely well attended by 42 keen members of the scale, attracted no doubt by the opportunity to see Jeff Austin's slide collection of the WAGR in the period 1965-1987. Prior to the formal part of the meeting, a number of members were lucky enough to purchase one of eight of the new Railwest D van kits. If they are anything like the recently released Railwest V van kit they should both be fantastic models for our layouts. So simple to build, one piece casting must be the way forward, where possible.

The meeting was opened by Graham Watson at 2030 and, prior to Jeff's slide presentation, the usual announcements were made and a number of items were brought and shown by the members.

Rob Clark brought in some nice Mucky Duck slide transfers which he has organised to be made for models of WAGR railway vehicles. Many of our locos, coaches and railcars displayed these emblems and members should contact Rob if they are interested in purchasing a sheet these S scale transfers.

Ron Fryer advised members of the decision by the Management Committee to go ahead with the store-room addition and John Maker appealed to members to attend the AGM.

Graham Watson announced that ModelRail will again go ahead this year but the modelling competition has been deleted from the program due to the small number of entries received over the past few years. Instead, modellers will be invited to display their latest models at ModelRail without the pressure of competition. The competition may be re-introduced in the future if there is interest from the membership. Graham also gave out some N class loco 4-4-4 class smoke stacks to those who were interested.

Alan Bone showed a lighting kit and locomotive cradle from DCC Concepts. The cradle comes in three sizes and sells for \$45, \$50 and \$55 depending on the size. The lighting kit enables station lighting to be varied to any brightness depending on the preference and needs of the modeller.

Ray Cooper, who is modelling Yarloop, brought and showed his very nice Class 2 station building which was at Yarloop for many years. The roof was corrugated aluminium which Ray ran through a set of rollers to obtain the desired effect.

Paul Tranter showed the recently released Railwest V Van kit that he put together since the last meeting. Paul said it was one of the simplest wagons he had ever put together and it really did look good. Paul built a jig to assemble the 4' 6" arch bar bogies which come with the kit and explained how the bogies can be tacked together in the jig prior to more permanent gluing with araldite or other two part epoxy glue.



One of the new Railwest V van kits which Paul Tranter has assembled

Stuart Mackay showed his Z9 guard's van which he built some years ago. Stuart has a pattern and mould of the roof which he offered to members who want to build not only Z9 but the shower car or the buffet car which all had the same dimensions (and roof). Hotham Valley Railway is the custodian of Z9 and the other two can be seen at the ARHS museum.

Bill Gray again appealed for short articles and photos for the ASNM Magazine. This is an excellent magazine which invites and needs the support of WA members if it is to survive.

Following the Bring and Show our invited guest and author, Jeff Austin gave a presentation of slides of the WAGR for the education and edification of those present. Thanks to Simon Mead the projector ran flawlessly and over eighty slides were shown. Jeff spoke about each of the slides and his knowledge of the WAGR system as it was in the sixties, seventies and eighties was greatly appreciated by the members.

Some of the highlights among the slides included many single and double headed X classes in various states of oiliness, one of only two modern 6 wheel LX ballast ploughs and LA ballast wagons working at Subiaco, a yellow American built XA hopper, many out-of-sheds in various combinations and orientations as well as a vast number of locational scenes, many long since gone. There were shots of engine sheds at Wagin, Narrogin, Collie and Bunbury and wheat bins at Miling, Goomalling, Hyden and Mukinbudin, numerous station buildings such as Boyup Brook, Gnowangerup and Woodanilling to mention just a few. There were signals and signal boxes, water tanks and bridges and railcars such as the Shopper and ADA/ADGs each in their finest liveries and sadly, not to forget, steam locomotives in their dying days. All the slides made for a great and nostalgic show. Thanks to Jeff for preserving them for us on film. Thanks also to Graham for asking Jeff to come along and show the slides.

The Group's September meeting was a little less well attended than the previous month's meeting with 33 members in by 2030. As usual the meeting was opened by Graham Watson with a number of announcements and several items were brought and shown by the members.

Members were again reminded of ModelRail which will be held on Sunday November 8. Members were urged to bring along a model which they are happy with and display it for the day. There will not be a competition as such but this new approach will may provide the opportunity for greater participation by the membership.

RailFest will again be held at the Museum on Sunday October 11 which could inspire members to start a new modelling project and, the annual Trek-the-Trail will be held on Sunday September 20 if you want to combine modelling with a chance to improve your fitness. Graham also put out an audit sheet, as a matter of interest, to update the number of locomotives and railcars built and owned by the membership.

Murray Hartzer brought in a copy of Jim Powe's *Trains and Railways of Australia* which is available from Big W for \$19.95, soft covered. The book has hundreds of photos on all the State railways of Australia including the WA system. More of a picture book, it's a nice one to add to any Australian railway enthusiast's library.

John Hatch showed the Group the three 1950s S scale road vehicles he bought from Perth Hobbies for \$9.95 each. It's always good to have a smattering of appropriate road vehicles on the layout.

Ray Cooper showed the fine goods shed he has been building for his Yarloop layout. The shed boasted 132 single sheets of corrugated aluminium on the roof which Ray made with plain sheets of aluminium which he had passed through a set of rollers. The walls of the shed were lightly

weathered and the roof had a hint of rust for an overall aged effect.

Stuart Mackay reported briefly on his very recent trip to the battlefields, memorials and cemeteries of the Somme and the many rail trips he had between Liverpool, London, Lille, Paris, Berlin, Potsdam, Antwerp, Bruges and Amsterdam. He also showed the Railwest D van and V van kits he has been assembling and the fourth XA hopper he has put together.



The latest Railwest D van kit as assembled by Stuart Mackay

The topic for the evening was W irons, bogies and wheels on the wagons of the WAGR. This is a problem that faces every serious S scale modeller of WAGR railway wagons. The first thing Graham did was to list the major sources of information available to modellers to accurately model the running gear of the wagons. These included the wagon outline drawings housed in the AMRA library, Andy May's Railway page on the internet and the preserved wagons at the ARHS Museum.

Graham then provided a framework for modellers which would help them in their modelling. In summary there were three eras between 1874–1972 into which the WAGR wagons fell and the running gear used on those wagons.

This framework can be summarised in the table below. [**Editor's note.** Due to space limitations it was not possible to include the table. Any member wanting a copy of the table should contact either Graham Watson or Stuart Mackay, contact details at the end of the S Scale SIG notes]. It is provided only as a helpful guide and modellers should check the running gear on the particular wagon they are modelling before proceeding.

Graham cautioned that there are exceptions to wagons which do not fit this framework and this is where research is vital. Once again a careful study of the wagon outline drawings housed in the

(Continued on page 11)

Good, Bad and Goody Twoshoes go Train Spotting

When Goody Twoshoes was little a film crew built a rail crossing in the desert near her home and shot a scene with an old time train. Good and Bad asked Goody Twoshoes what she would like for her birthday [the fifth one this year]. Goody wanted to see the trains in the desert. Good and Bad didn't think much of that idea – there are no train tracks in the desert, they said.



Goody, being Goody, insisted, using the “you promised me, you said you would” tale, so off they set in Bad's battered old ute.



After a while they saw a sign which said ‘Rail Crossing’ with a red flashing light and ringing bell but there were no tracks. Good and Bad said, ‘told you so, no tracks, no trains’.

Big black clouds were gathering in the distance, rumbles of thunder could be heard and flashes of lightning seen.

The thunder got louder and louder, the lightning flashes closer and closer.



Then above the noise of the storm could be heard the Whooooo, Whooooo, Chuffity, Chuff, Chuffity, Chuff of an old time train.

Goody's birthday wish had come true.

Thanks to Chris who sowed the seed for this, to Ashley for taking up the challenge and drawing the cartoons and to T'Editor for telling the story. We'll leave the reader to work out the identities of G, B and G T.

(Continued from page 9)

AMRA library, reference to Andy May's Internet page and a visit to the preserved wagon at the ARHS Museum will be helpful in coming up with the correct running gear for the wagon/era you are modelling.

Information regarding models and kits of WAGR prototypes by Railwest Models, GA Models, Double G Models and X-class Models is available from Graham Watson on 08 9250 1084 or via email grahamrwatson@hotmail.com

Contact Stuart Mackay on 08 9310 3858 or mackays@iinet.net.au for general information about the S Scale Group.

Bill Gray is the WA contact for the ASnM magazine and is always grateful for contributory articles no matter how long or short. Bill can be contacted on william_gray@optusnet.com.au

Great Western Railway Modellers Special Interest Group. The subject for the August meeting was an in depth look at GWR Coach Bogies.

Until 1874 the passenger carrying vehicles on Britain's railways all had either four or six-wheels which were mounted directly onto the underframe. It was the growing need for increased passenger carrying capacity, the demand for onboard facilities [such as better lighting, heating, toilets, beds and catering] and the desire for still greater speeds that forced a change in how coaches were constructed.

In contrast, in North America, the early railways tended to be pushed through as expeditiously and cheaply as possible. Consequently tracklaying was not as well engineered as on the British railways and the routes taken were not always the best, more pronounced curvature and more severe gradients were accepted, consequently American railways used bogied rolling stock virtually from the start.

On the well-engineered lines of the British railways the six-wheeler was a cheaper option than the bogie coach and so British railways muddled along quite happily until 1874. In that year the Midland Railway produced the first British bogie mounted railway coach.

The GWR had started to build eight-wheeled coaches for the broad gauge in 1876 but the four axles were fitted directly to the underframe with the outermost axles having sufficient lateral play to allow the coach to negotiate curves.

The first GWR coaches built with independent bogies were produced in 1888 and they facilitated the conversion of broad gauge coaches to standard gauge a few years later.

Broadly speaking passenger carriage bogies on the GWR developed as follows –

- | | |
|---|-------------|
| a. Dean suspension bogies | 1880–1903 |
| b. Plate frame wooden bolster bogie | 1904–1906 |
| c. Equalised bogies of American design | 1906–1914 |
| d. 9ft. wheelbase fishbelly light bolster bogie | c.1910–1925 |
| e. 7ft. wheelbase single bolster bogie | 1925–c.1933 |
| f. 9ft. wheelbase standard double bolster bogie | 1932–1954 |

Diagrams illustrating these various types are included at the end of the facilitation notes, a full set

(Continued on page 15)

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:–

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

September

Friday	25 [10&11]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	26 [12&1]	The Branchline assembly followed by General Activities
Monday	28	Queen's Birthday Public Holiday – no meeting
Tuesday	29 [2]	Daylighters Group – daytime meeting
Wednesday	30 [3]	British Railways Special Interest Group meeting – Bring, run and tell about a BR train

October

Friday	2 [4]	N Scale Special Interest Group – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. General Activities
Saturday	3 [5]	General Activities

Monday	5	[6]	Railway Bridges – different types for your layout
Tuesday	6	[7]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	7	[8]	LMS Modellers Special Interest Group meeting – Modelling the contribution of the Lancashire and Yorkshire Railway and the other English constituent railways to the LMS.
Friday	9	[9]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	10	[10&11]	General Activities
Monday	12	[12&1]	S Scale Special Interest Group meeting – Sheep and cattle wagon audit – Bring in your stock wagons, show and tell.
Tuesday	13	[2]	Daylighters Group – daytime meeting
Wednesday	14	[3]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	16	[4]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	17	[5]	General Activities
Tuesday	20	[6]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	21	[7]	Great Western Railway Modellers Special Interest Group meeting – GWR Signalling
Friday	23	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	24	[9]	General Activities
Tuesday	27	[10&11]	Daylighters Group – daytime meeting
Wednesday	28	[12&1]	British Railways Special Interest Group meeting – Class 104, 117, 118 and 121 Diesel Multiple Units
Friday	30	[2]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night

November

Monday	2		Using Sound on your Layout
Tuesday	3	[3]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	4	[4]	LNER Special Interest Group meeting – topic to be advised

Friday	6	[5]	N Scale Special Interest Group – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. General Activities
Saturday	7	[6]	General Activities
Monday	9	[7]	S Scale Special Interest Group meeting – Modifying S scale kits to get a different class of wagon
Tuesday	10	[8]	Daylighters Group – daytime meeting
Wednesday	11		DCC Special Interest Group meeting – venue Naval Base
Friday	13	[9]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	14	[10&11]	General Activities
Tuesday	17	[12&1]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	18	[2]	Great Western Railway Modellers Special Interest Group meeting – GWR 2–8–0 and 2–8–2T Locomotives
Friday	20	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	21	[4]	General Activities
Tuesday	24	[5]	Daylighters Group – daytime meeting
Wednesday	25	[6]	British Railways Special Interest Group meeting – Signal Box Interiors
Friday	27	[7]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	28	[8]	General Activities

December

Tuesday	1	[9]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	2	[10&11]	LNER Special Interest Group meeting – topic to be advised LMS Modellers Special Interest Group meeting – Modelling the contributions of the Scottish railways to the LMS and Christmas Cheer Night
Friday	4	[12&1]	N Scale Special Interest Group – Train Running Session, with a chance to bring and show any new items and/or your modelling projects. So come along bring your trains. General Activities

Saturday	5	[2]	The Branchline assembly followed by General Activities followed by Members only Christmas Social Function from 1700
Monday	7		Weathering and Enhancing your Layout's Buildings and Rolling Stock
Tuesday	8	[3]	Daylighters Group – daytime meeting
Wednesday	9	[4]	Great Western Railway Modellers Special Interest Group meeting – Quiz and Christmas Cheer Night DCC Special Interest Group meeting – Quiz and Christmas Cheer Night

(Continued from page 11)

of these are available on request.

After the usual break we continued with –

New Acquisitions –

Ron Fryer presented four books to the meeting as follows –

- GWR Service Timetable Appendices 1945
- The Victorian Railway by Jack Simmons [Thames & Hudson]
- Complete BR Maps & Gazetteer 1930–1981 by CJ Wignall [OPC]
- GWR Stations Vol.III by RH Clark [OPC]

Alan Porter showed us some of the items that he had brought back with him from his UK trip –

- Models of an RAC box and a red double pillar post box from Harburn Hobbies.
- GWR Road Vehicles Pt.1 by Bill Aldridge & Alan Earnshaw [Transpennine Publishers]
- GWR Road Vehicles Pt.2 by Alan Earnshaw [Nostalgia Road Publishers]
- Whitmetal Wheelbarrows [Pk of 4]
- GEM Models Whitmetal Drinking Fountains [Pk of 4]
- Assorted pamphlets including, Pendon, Papplewick, South Devon Railway, Vale of Rheidol Railway and Talylyn Railway amongst others.
- *Modern Locomotive Illustrated* magazine No.176 on the Blue Pullman and the ill-fated APT Fleet.
- *BR Western Region* book by Laurence Waters [Ian Allan]

Roger Solly showed two items, one a booklet on the 2009 *Traveller's Guide to the Festiniog Railway* and a rather tatty book given to the writer by an elderly gentleman friend with the instructions that "I should give it to someone with an engineering bent who would appreciate it." Roger was the recipient and he sure does appreciate it. It is a 1933–34 edition of the *Bond's Model & Experimental Engineering Handbook* priced 6d. It contains, amongst other things, a catalogue complete with prices of the available railway models, etc.

Doing Things –

Roger Solly – remember the Ford door-lock mechanisms that were available a few years ago for around \$3.00 each? Well all the point work on *Ebford Regis* layout is controlled by them, as most of us know. They do have a minor fault which is that when they have been activated there is a certain amount of sloppiness in the arm. This was not a problem for its original use but when used as a point motor the slightest free play can cause the switchblades to move and cause a derailment. So Roger has been trying to improve and eliminate this play. It would appear, that with the Mk. XXVI version, he has succeeded. All queries to Roger!

Thanks, once again, to Alan for the Facilitation Notes.

British Railways Special Interest Group – The subject for the August Meeting was the BR Open Merchandise Wagons.

In January 1948 the newly formed British Railways became the owner of some 1,279,543 wagons and containers inherited from the four main line companies. These self same wagons had worked hard throughout the war years, carrying a prodigious tonnage of freight. Although loadings had dropped a little from the heights of 1943, the railways still handled massive quantities of merchandise and mineral freight and the wagons used to carry this traffic were beginning to show their age. By 1946, 92,724 LMS wagons, nearly one third of all its wagon stock, had been built in or before 1922. At the beginning of 1947, some 71,247 wagons owned by the Big Four were under or awaiting repair.

British Railways' immediate reaction to the situation that it had inherited was to repair those wagons that had a reasonable life expectancy and to scrap the remainder, building larger and more modern vehicles as replacements. So successfully was this policy pursued and so rapidly did the situation change that before the nationalised railway had reached its majority [21 years of age in 1969] there was a surplus of wagons and the relatively modern vehicles were being scrapped!!

At first wagons continued to be built to the designs of the old railway companies. Each company had wagon orders that had not been completed by the time of nationalisation. In some cases it is believed that these were completed as ordered but in other instances – and this is especially true of wagons ordered by the LMS – the original Lot numbers were cancelled and BR Lot numbers were substituted with the relevant Diagram being issued in the BR series.

The first phase gave way fairly quickly to the second, where designs originating from British Railways started to take over from those of the former railway companies. However, there was no sudden change of policy and it is sometimes difficult to say if a design was 'pure' British Railways!

The second phase followed the publication of the Report of the Ideal Stocks Committee which had been set up in February 1948 by the Railway Executive. This Committee had the remit "To consider and report, having regard to probable traffics in 1950, on the approximate 'ideal' stocks and types of locomotives, carriages and wagons under conditions of unified working so as to cater efficiently for anticipated traffics and to yield the maximum reduction in costs, to consider these 'ideals' in relation to actual stocks and to make recommendations as to how the 'ideal may be achieved".

The Committee's *Report on Design, Capacity and Types of Railway Freight Rolling Stock* appeared in 1950 and their recommendations were reflected in the building programmes of goods wagons for the next five years or so.

The third phase followed the 1955 Modernisation Plan which envisaged faster trains vacuum-

braked throughout, air brakes then being eschewed on the grounds of expense. This phase turned out to be the swan-song of the traditional wagon as the freight business moved away from wagon load to block trains with all the wagons destined for the same destination.

The final phase was the result of the on-going modernisation of British Rail when, following the Beeching Report, the decision was taken in the mid-1960s to introduce the air-brake system on new builds of goods wagons and to convert older stock that still had a useful life. This meant that such vehicles would be compatible with the braking system used in most countries in Europe.

The Notes go on to describe the various types of British Railways wagons as follows –

- BR Unfitted and Vacuum Braked Open Merchandise Wagons
 - a. Low Goods Wagons
 - b. Medium Goods Wagons
 - c. High Goods Wagons
- BR Unfitted and Vacuum Braked Open Shock Wagons
- BR High Goods Wagons for Continental Traffic
- Air-Braked Open Merchandise Wagons
- Models Available
- References used in the Notes.

A full detailed set of these facilitation notes – ten pages in all – is available on request.

The customary break was followed by:-

New Acquisitions -

Ron Fryer showed three books that he recently acquired –

- *A Book of Australian Railway Journeys* compiled by J. Cook [Collins]
- *English Cottages* by T. Evans & C. Lycett-Green [Weidenfeld & Nicolson]

[Both of these books were obtained from the recent Save the Children book sale at the UWA for \$2.00 each.]

- *GW Coaches Appendix – Vol.2* by J.H. Russell [OPC]

Ron Richards brought along some new rolling stock that he had just received –

- G.Farish [Bachmann] 7-plank wagons – 3 x end door *THE CAMBRIAN WAGON*, 1 x end door *ABERPERGWM*. [Problem is that they are N scale, Ron thought that he had ordered OO]
- Dapol 10T LWB 4-wheel Fruit D Van [Brown vehicle] No. 2877 [This was 'OO']

Steve Rayner showed two new locomotives he'd recently bought –

- G.Farish [Bachmann] Class 45 1Co-Co1 D67 *The Royal Artilleryman*
- G.Farish [Bachmann] Class 8P 4-6-2 locomotive *Duchess of Hereford* in BR Blue.

[He bought the last one because it looked lonely sat on Stanbridge's shelves and also he got it at a

good price!]

Geoff Mercer showed three new oil tankers and three new locomotives all manufactured by Bachmann and all 4mm scale as follows –

- 100ton TEA Bogie Tank Wagon *Shell BP*
- 100ton TEA Bogie Tank Wagon *AMOCO*
- 100ton TEA Bogie Tank Wagon *BP*
- Class 37/5 37507 Triple Grey *Hartlepool Pipe Mill*
- Class 37/5 37510 DRS and Class 37/5 37688 DRS *Kingsmoor TMD* [Boxed as a set]
[All the locomotives were produced exclusively for *Rail Express*]

Alan Porter showed a mixture of items that he had acquired on his recent UK trip –

- A book *The Second Generation of DMUs* by Colin J. Marsden [OPC]
- 4 x 12ton Planked Vent Van Plywood Doors BR Bauxite
- The June/September Catalogue from Oxford Diecast
- Various pamphlets and booklets from the UK.

Trevor Batchelor showed –

- *The DVD Book of Steam* [incl. DVD]
- A book *The Duchesses* by Andrew Roden [Aurum]

Doing Things -

Steve Rayner showed a file of photocopies that he has made of his British locomotive fleet also rolling stock and road trucks. He simply fills the glass platen of his copier with stock, replaces the lid, selects colour and voila! He now has a perfect insurance tool. [It also works with OO, I tried]

Ron Richards has made a seat on wheels so that he can ‘travel’ under his layout to work on it in comfort. What will he get up to next?

LMS Modellers Special Interest Group. The Group’s August meeting had been planned at the beginning of the year to be Part Three of the series on modelling the contributions of the pre-Grouping railways to the LMSR in 1923 – that of the Lancashire & Yorkshire Railway and of the other English constituent railways. However, due to the overseas travel plans of the Group’s Scribe and provider of the Facilitation Notes, it was decided at the June meeting to change it to Bring, Run and Tell about an LMS Train.

Despite this reporter having arrived back, suitably jet lagged, earlier that day from overseas, he did manage to scribble down some notes of what went on and what follows is hopefully a reasonable record of who brought what!

Before the Group’s members adjourned to the Layouts Rooms to run their trains, the normal agenda items of New Acquisitions and Current Projects were tackled.

Andrew Wells showed a newly published book, *Caledonian Railway Livery* by Ian McIntosh and published by Ian Allan Ltd.. Expensive at £30.00 but you do get 328 pages which, as we often say, tell you everything you ever wanted to know about the Caley’s liveries [and a lot more that you

didn't want to know!]. He also showed a DVD on the famous P4 layout Heckmondwyke which he was prepared to gift to the Branch's Library. Finally, he showed a partially built kit of a Neilson 12 inch [cylinder diameter] 0-4-0 mineral engine from High Level Kits.

Shane Busing showed four publications –

- the latest issue [No.25] of *LMS Journal*
- *Midland Steam Journey Volume One* by Rex Conway and published by History Press
- *Britain's Railways in Wartime* by Kevin Robertson and published by OPC
- *A Train is for Life* by Pete Waterman and published by Ian Allan Ltd.

Shane also showed the latest Graham Farish by Bachmann N scale locomotive, a Royal Scot class 4-6-0 No. 6115 *Scots Guardsman* in LMS lined black livery. This had correctly scaled front bogie wheels and a bag of many bits and pieces – a very nice model!

Steve Cooke [who we hadn't seen for some months] showed his latest acquisition – a Bachmann parallel boilered Patriot class 4-6-0 *Duke of Sutherland* in LMS line crimson lake livery. This model had been seen earlier in the year [or was it last year?] but a re-sighting was well worth while – it's a fine model and vastly superior to the Hornby effort of a couple of decades ago.

Alan Porter showed the latest livery that Corgi has used on their Harrington-bodied horse-box road vehicle – this one was in splendid LMS crimson lake [earlier versions have been in SR, GWR and BR liveries and maybe also have been in LNER livery but no-one was quite sure about that]. He had acquired this model recently in UK, as well as seven of the original Peco Wonderful Wagons private owner wagons series produced from 1954 to 1961 with thin plywood sides and ends onto which the embossed printed sides and ends were glued – the later [post 1962] Wonderful Wagons series had white metal bodies. These had been found at Buffers, an interesting model railway shop located in a disused petrol station 'in the middle of nowhere' on the A358 north of Axminster – the one he showed was a *Devlin's of Granton* 7-plank wagon with side and end doors.

Then into the Layouts Rooms to run some LMS trains. For a change all that were shown were N scale trains which ran on the *Frans River Line*, although Steve Cooke did run his Bachmann Duke of Sutherland on the *Haltwhistle* layout to see if it ran as beautifully as it looked – it did!

First up was **Shane Busing** who ran a Union Mills model of LMS 2F 0-6-0 No. 22958 hauling a realistic looking long mixed freight train consisting of two Dapol private owner wagons [*Dinnington* and *Bourne Fisher*], a Graham Farish *T. Burnett* private owner wagon, a Graham Farish by Bachmann *Arley Colliery* private owner wagon [from Castle Trains, Warwick], a Graham Farish by Bachmann *Bitumuls* tank wagon, a Peco *Express Dairy Eggs* ventilated van, a Graham Farish LMS refrigerated van, another Peco van, an N Gauge Society ex-Midland railway covered van and a Graham Farish by Bachmann LMS Stanier type Brake Van.

On the other line, Shane ran his Royal Scot class 4-6-0 No. 6115 *Scots Guardsman* hauling another realistic looking train of twelve Graham Farish by Bachmann LMS coaches [two each of Corridor Brake First, Corridor Brake Third, Corridor Composite, Corridor First, Corridor Third and Open Third]. These two trains showed how N scale can capture the feel of the real thing with long trains hauled at realistic speeds.

Steve Rayner had a Graham Farish LMS Black Five No. 5041 [with five-pole motor] trying to haul an N Gauge Society horse box, a Lima Palethorpes Siphon G, two Peco Worthington's covered vans, a Graham Farish covered van, a Dapol LMS bulk grain wagon, four Peco milk tank wagons – two Express Dairies [sic] and two United Dairies – and a Graham Farish by Bachmann LMS brake

van. Shame! The Black Five wouldn't go, so a tiny little Dapol ex-LBSCR Terrier 0-6-0T came to the rescue and romped away with the train!!

Finally, **Terry Emberson** ran a Graham Farish LMS Compound No. 1111 in lined crimson lake livery hauling a train consisting of four Graham Farish LMS refrigerated vans, two Peco LMS 7-plank open wagons, two Peco LMS 5-plank wagons and a Peco ex-Midland Railway 10-ton brake van with a verandah at one end and an open platform at the other end.

A good time was had by all and it brought home to the modellers in OO that N scale can reproduce very realistic looking trains and that, generally, the N scale locomotives can pull them!

The Group's next meeting will be on Wednesday 7 October and the agenda topic will be Modelling the Contributions of the Lancashire and Yorkshire Railway and of the other English constituent railways to the LMS. The December meeting [to be held on 2 December] will not have the usual quiz format but will have as its agenda topic Modelling the Contributions of the Scottish railways to the LMS, to be followed by a bit of Christmas good cheer and a mince pie or two.

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Richard Johnson	9455 6421
Large Scale	Jim Gregg	9298 9442
Great Western Railway Modellers	Roger Solly	9444 7812
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

LGB For Sale

I have received a lengthy list of LGB locomotives, rolling stock, track and accessories which are for sale. Most are still in their boxes.

If you are interested in seeing the full list and prices, etc. please contact michaelsainsbury@yahoo.com.au – 0403 862 909

From the Scribe's Quill

Meeting No. 324 – July. Most of this meeting was taken up with the Model Railway Exhibition reports, etc.

Meeting No. 325 – August. The major items of business dealt with at this meeting were –

- The new Committee settled into their new jobs and discussed arrangements for the 2010 Exhibition. Frans is to continue on as Exhibition Manager and the Exhibition Committee will again be used as this has worked well so far.
- The extension is still in planning and close to the floor laying stage followed by construction of the building.
- Layout construction is also a concern as one of the new ones is desired to go to the next show but this depends on whether either is running sufficiently for exhibition.

Management Committee Submissions. The Management Committee frequently receives items for consideration shortly after a Committee meeting has been held. This means that these items do not get considered until the next Committee meeting up to four weeks later. In an effort to resolve this problem we publish the deadline date for submissions to be received by the Branch Secretary. Items can be posted to the address on page 2 of this issue or placed in the Secretary's pigeon hole.

The **Submission deadlines** are –

Submission deadline	for	Committee meeting
24 September		1 October
15 October		22 October
12 November		19 November
10 December		17 December

Membership Matters

Hello everyone I do hope you have been able to put the time it has been raining to good use. Catching up on those modelling jobs that need doing or just enjoying your model railway hobby.

Since the last issue of *The Branchline* Association membership renewals for those who were financial members to August 2009 have now become due. So I urge you to renew using the form sent to you with your last issue of *Journal* as soon as you can.

We have also had the follow new members join the WA Branch. Please make them welcome when they come to our Clubrooms and show them the usual hospitality.

The members and Management Committee of the WA Branch welcome you to the Association.

Paul Amstalden	Caversham	N
Ryan O'Niell	Stoneville	HO Sn3.5
Thanh Burns	Rivervale	HO
Gerard Burns	Rivervale	HO
Ralph Horley	Cloverdale	S N
Richard Johnson	East Victoria Park	
Brendan Jackson	Kensington	OO
Helen Jackson	Kensington	OO
Ian Jackson	Kensington	OO
Clive Jarman	Nollamara	1
Matteo Vinci	Yokine	

Obey the Rules or Commonsense?

[One of my spies emailed a set of photographs, four of which are below, you'll get the drift I'm sure. Ed.]

It was a normal day in Sharon Springs, KS. When a Union Pacific crew boarded a loaded coal train for the long trek to Salina . Just a few miles into the trip a wheel bearing became overheated and melted, letting a metal support drop down and grind on the rail, creating white hot molten metal droppings spewing down to the rail.

A very alert crew noticed smoke about halfway back in the train and immediately stopped the train

in compliance with the rules. The train stopped with the hot wheel over a wooden bridge with creosote ties and trusses.

Rules are Rules! But don't let **common sense** get in the way of a good disaster!



New Collector's Fair

A new series of Collector's Fairs with an emphasis on models trains has been started by Andrew Morling and Ray Kinsella. The next one will be held on Sunday 8 November, at the Memorial Hall on the corner of Carrington Street and Rockingham Road, Hamilton Hill. As well as model trains there will be other collectables on sale such as model cars, model buses, porcelain and stamps. If you have something you would like to sell ring Ray on 9434 3940 to book a table.

The Great Southern Steamup

This event will be held over the weekend of Friday to Sunday, 2 to 4 October 2009, at the Mechanics Institute Hall, Emerald, Vic.

Further information from www.tgssu.com or email info@tgssu.com

Chassis Construction

Following publication of the August issue George Noble sent details of his home grown and much

less expensive version. Ed. – in George's own words –

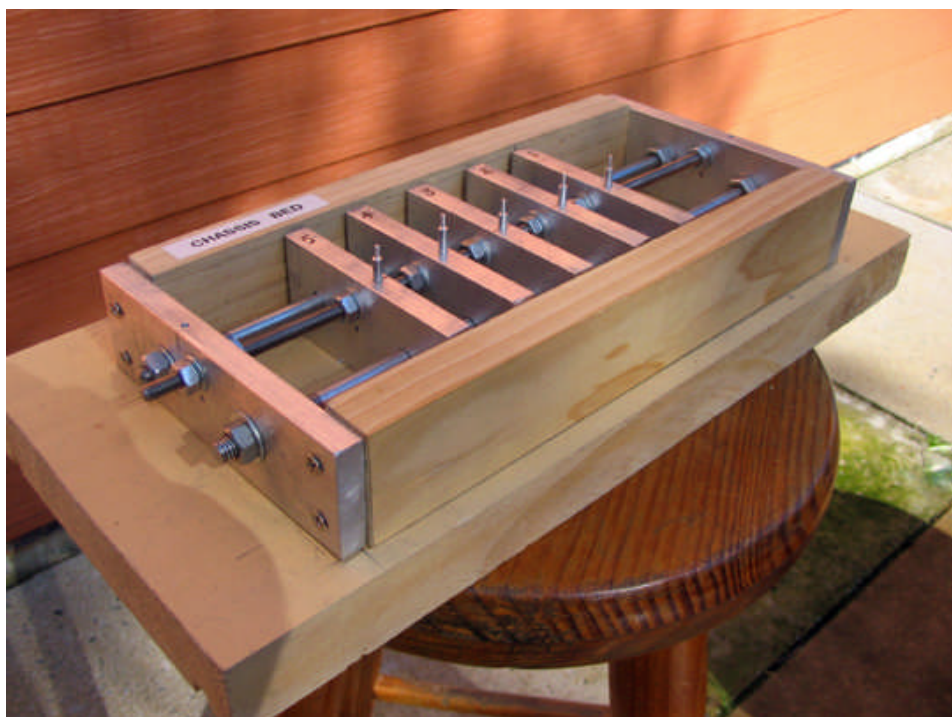
I read with much interest the article in *The Branchline* about the Chassis²Pro chassis erection jig.

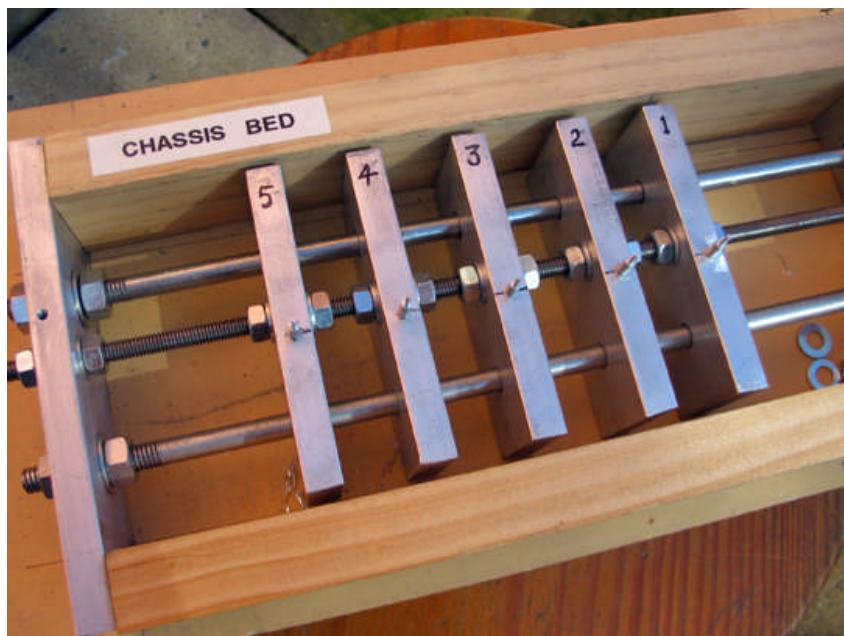
I have been using a similar principle which I copied from Chris Pendleton when he built the LNER A1 Peppercorn pacific in MRJ Nos. 28 and 29. I have nearly finished my third version which is a Rolls–Royce version and has cost me approx. fifty dollars.

The NSW C 38 Pacific which I recently built was made on my second jig and when I put the coupling rods on the assembled chassis they went on and the loco rolled without any extra clearance in the coupling rods. When I got up from the floor I rolled the loco again to my amazement. Mind you this is only one part of success as every thing else along the way has to be built to careful ,exacting etc. standards. The jig will not make up for sloppy work as members would know all too well.

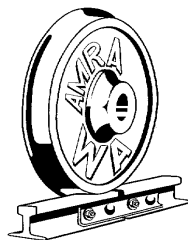
The three pictures are of my third jig which I feel will work better and a lot easier. There is the option to build a five axle loco, also there are two top plates. One so that you build the rods on the jig and another so you then build the chassis on the same axle/coupling rod jigs thus there is no variation of where and how they will end up.

If you would like more detail about its construction please contact me by email at mitze45@bigpond.com





The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 198

April 2010

Vol 33 No. 2

Frans Fatidic

A couple of good months behind us and hopefully a good time ahead. Our Branch has had a very interesting visit from David Peacock from the Leeds Stedman Trust, who gave a very enlightening talk about the Trust. It was good to see a lot of people there who enjoyed themselves.

My special thanks to Peter Sapte who bought David to our Branch for this special occasion.

The mad March Sale was also a great success with quite a few people getting good bargains. Our Branch sold a fair bit of equipment which had been donated by members and non-members.

You will find a report regarding our Exhibition. As this is going to be a reasonably large Exhibition, I would like to encourage all members that can be of assistance to put their name forward on the Roster form. I have inserted the Roster form with a Basic Guideline to the various positions that need to be filled over the three days of the Exhibition.

As this may be my last year as President I encourage people to think seriously about the various positions on our Management Committee. If you are interested and would like to know more please ask any member of our Committee.

Donation. Recently Norman Hazzlewood, a former member who is down-sizing his modelling materials, donated a sizeable quantity of scenic modelling material to our Branch. Thanks very much, Norman, for this generous donation.

Frans Ponjee
Branch President

Exhibition Manager's Report

Most of this year's Exhibition infrastructure is already in place, we will be using the Webster and Robinson Pavilion's so we need extra staff this year.

Enclosed with this issue of *The Branchline* is a Duty Roster form and I ask all members to put their

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Secretary

Ralph Cope – 9361 6732
Mobile – 0400 714 692
email – rcopey@iprimus.com.au

Treasurer

Ron Fryer – 9401 3514
email – not available

Committee

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Niels Kroyer – 9315 9635
email njtskroyer@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Steve Rayner – 9379 1147
email – SteveRay@westnet.com.au

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

name down to help out with the various duties during the Exhibition. A short summary of duties is included. Please return the forms by Saturday 1 May

I will be holding a meeting with Exhibitors on Tuesday 4 May 2010 at our Clubrooms starting at 1930 to explain about the Exhibition, expenses, payments, barricading and other business that might arise. It would be advisable to attend this meeting so the setting up will run smoothly as we have a large number of Exhibitors.

This year we will again be sponsoring the Star Light Foundation through the U Drives and hopefully will be able to get Michael Schultz to do the Weather Report on Friday night from the Exhibition.

Setting up will be on Thursday and Friday and break down is on Tuesday as per normal, full details are in this issue.

Our Management Committee has decided that, because of the cost involved, a member will have to be working at the Exhibition for at least **five hours** to be eligible for a meal voucher.

Important Notice – 1 Electrical Equipment Safety Checks

Strict safety regulations require all electrical equipment and power cables to be tested and tagged for the Exhibition.

This year it is up to each Exhibitor to make sure their items are properly tagged – an out of date safety tag means the equipment **cannot** be used at the Exhibition – **don't say you were not told!!**

An electrician [Eric Thomas] will be in our Clubrooms to test and tag all electrical equipment on Saturdays 15 and 22 of May 2010 between 1330 and 1630. The cost will be \$3.00 per item payable on the day.

Important Notice – 2 Roster Forms, etc.

The Exhibition will be staged in the Robinson and Webster Pavilions at the Showgrounds, over the Foundation Day long weekend – Saturday 5 June,

Sunday 6 June and Monday 7 June.

Included with this issue of *The Branchline* are a Roster Form, some hand bills and a poster. **Note** – if you receive your copy of *The Branchline* electronically the Roster Form, handbills and poster will also be sent to you electronically as printable .pdf files. Please print these off, complete and return the Roster Form, print several pages of handbills and cut each sheet into four handbills and distribute locally as requested below – if you need more handbills they will be available in our Clubrooms.

I am asking you all to put your name forward with the times you know will fit in with your other commitments. If everyone is able to take one or more slots over the three days this will make it a more even and enjoyable weekend for everyone involved in this year's Exhibition.

Please return the form by Saturday 1 May 2010 to either me at our Clubrooms, the address is on the form, or email to rosieandfrans@netspace.net.au

We will be running a media campaign again this year but it will be very helpful if everyone can distribute handbills at work, at church, at your other clubs, in your neighbourhood mail boxes [unless they state they do not want junk mail], to your friends and maybe even to the local schools and library.

We will be running raffles each day and tickets can be purchased at the Exhibition daily.

Important Notice – 3 Identification Badges

All exhibitors both AMRA and non-AMRA, will be issued with special Identification Badges that **must** be worn at **all times whilst on duty**, including when entering or leaving the Pavilion.

Any exhibitor not wearing their Identification Badge will be required to pay the appropriate entry fee – **no exceptions**.

The Exhibition is open each day from 1000 to 1700 and AMRA staff are requested to be at the Pavilion at least thirty minutes before their duty begins, especially 0930 for 1000 start.

We need your help, please

Most Saturdays in May will be taken up with preparing for the Exhibition so please turn up as normal and do the various jobs that you are asked to do.

If we all work together we can ensure this Exhibition is as successful as last year's – but it is going to take the combined effort of **all** members to make this happen. I know you will not let us down.

Saturday	1 May	Check and count barricading parts.
Tuesday	4 May	Exhibitors meeting starting at 1930 please attend
Saturday	8 May	Check ticket booths, Advice Centre, etc. to ensure they are clean, painted and in working order.
		Arrange surplus magazines in bundles, etc.
Saturday	15 May	Continue preparations also Electrician available
Saturday	22 May	Continue preparations also Electrician available
Saturday	29 May	Stow loose items in transport containers.

Thursday	3 June	Unload equipment – 0730 loading at our Clubrooms then off loading at the Showground's and setting up.
Friday	4 June	0830 to 2000 set-up
Saturday	5 June	Model Railway Exhibition – open to the public – 1000 to 1700
Sunday	6 June	Model Railway Exhibition – open to the public – 1000 to 1700.
Monday	7 June	Model Railway Exhibition – open to the public – 1000 to 1700 followed by take down
Tuesday	8 June	0730 load equipment at the Robinson Pavilion and off load at our Clubrooms.
Saturday	12 June	Clean up Clubrooms

From the Editorial Desk

The Branchline – June issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 29 May please for routine material and Saturday 12 June – for exhibition reports please.. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 28 May
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 29 May
- For items transmitted electronically via e-mail – 1800 Saturday 29 May email address is mandtt@three.com.au – please use subject heading The Branchline.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on **Saturday** 26 June and will include AGM material

Please note the intended dates for *The Branchline* publication for 2010:

	Editorial deadline	Assembly, etc.
August	Saturday 31 July	Saturday 14 August
October	Saturday 25 September	Saturday 9 October – will include Minutes of 2010 AGM
December	Saturday 20 November	Saturday 4 December

Ted Thoday

The Leeds Stedman Trust

[Editor's Note. Around forty Branch members were privileged to hear David Peacock's presentation in our Clubrooms on Tuesday 23 March and to see the slides with which he illustrated his presentation. David has very kindly provided me with a shortened version of his presentation notes and given permission for them to be used in *The Branchline*.

David, who is the archivist of the Leeds Model Company and Proprietor of the Leeds Stedman Trust, gave us a presentation on the history of the Company, its founder Rex Stedman, and the products, from 1912 to 1966.]

From modest beginnings, supplying hand-built wooden rolling stock, the Company, with finance

initially from G.P. Keen, developed a range of mass produced scale locomotives. These were at first clockwork powered but from the mid 1920s, electric motors were progressively introduced into the earlier models, the 0–4–0 saddle tank, [which remained in production until the late 1950s], a range of standard tank locomotives and enduring models including LNER ex GC 4–4–0 *Butler Henderson*.

Early in 1920, Stedman developed the paper litho on timber body concept for wagons, vans and coaches. The liveries were of the pre-grouping companies and it was not until 1928 when Stedman took over the Company and ran it under his own name, that the liveries of the big four were finally fully in the product range.

Stedman left the company in 1932 to pursue his cinematographic interest but this was not before he had completed designs for the second range of small boilded standard tanks, which today are probably the products by which the LMC is best known. In 1936, moulded Bakelite was used to produce a range of vans, wagons and coaches of outstanding quality and detail, this marking a quantum leap in mass production model realism.

The post-WW2 years were difficult for all model companies. Nevertheless the LMC. Models, including standard 4–4–0 tender locomotives and a new standard tank configured as a short 0–6–0, were designed for maximum cost reduction without undue sacrifice of realistic appearance. The future of 0 gauge, on which the company was focused, was very uncertain in those days and finally in 1966 the Company, trading as Ellemmsee Products went into liquidation.

The Leeds Stedman Trust was established in 1983, following the untimely death of Rex Stedman's son Adrian. The Trust keeps the archives of the Company and has a near complete collection of its 0 gauge product range. Manufacture and supply of replica spare parts, repairs and restorations complement the services offered by the Trust.

For the centenary of the Company in 2012 David Peacock is preparing a book on the history of LMC, with a CD of photographs of the product range. *[I have invited David to provide me with details of the book, when published so that they can be included in a future issue of The Branchline. Ed.]*

[David has asked me to thank members for their invitation to give the presentation, for their interest in the Trust, for their hospitality during his visit to our Clubrooms and for allowing him to wander around, talk to members and see our facilities for himself. Frans.]

Large Scale Sunday Run Day

The Large Scale Group will be running the first of what we hope will be a series of Sunday Run Days on the Garden Railway on Sunday 23 May 2010. Any interested AMRA members are invited to come along.

This of course is only a couple of weeks before the Model Railway Exhibition and will give an opportunity to check out locos and rolling stock prior to the Exhibition.

We propose to run from about 1400 to around 1700.

We hope to have similar Run Days at about the same dates in July and September.

For the benefit of any one who has not run on the outside track, there is a double track circuit of 45 mm gauge, with one circuit dual gauge 45/32 mm, and a four track siding ladder feeding both circuits via a 'we'. Power is up to 24 volts @ 7 amps. Live steam and battery power are encouraged, though particularly with live steam locos it is necessary to ensure that power to the

track that the steamer is on is turned off, as many steamers and their trains do not have insulated wheels.

Any members needing Boiler Certificates renewing or issuing before the Exhibition please contact Jim Gregg on 9336 5949 to arrange this.

Literary Lines

Kelvin Davis, Graham Watson, John Hardman, Neil Philips, Wearne Dunwoodie and Ted Thoday have all made donations of books, magazines and videos. Thank you very much for your continuing support.

Library - on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Chris Paterson
Branch Librarian

From the Scribe's Quill

Meeting No 330 January 2010

- Our Branch is still in good shape both from attendances and financially as we head towards the 2010 Exhibition.
- The many problems with the Library are nearly solved. The new system of listing is still to be put in place.
- The layouts are all going fine and construction is continuing on the new ones with the N scale still the Committees choice to go to the Exhibition.

Meeting No 331 February 2010

- The Committee discussed the need for roof ventilators and agreed that they were needed. Frans purchased them and they are waiting to be installed.
- The 2010 Exhibition will now be using two buildings as there are so many exhibitors that it will be cost effective to use both with a main attraction planned to be in the other pavilion. This means that the attraction for customers will be at the far end of the Exhibition area.
- The Committee has decided to take the donation from Mike Woods of his layout and other modeling items.
- Discussions about meetings that are sit down lectures. Duty officers and Committee attending are to take appropriate action to maintain order and keep meetings to allocated time restraints.

Meeting No 332 March 2010

- The construction of layouts going well and others are working as expected. N scale layout is not likely to meet expectations for Exhibition so will not be exhibited this year. Port Eb is to go as there is no other O scale layout at the Exhibition.

- The donated layout has been placed in storage for the time being with ideas about what to do with it being discussed. A formal decision to be made after the Exhibition.
- The new Treasurer is to start attending Committee meeting to gain experience before the next AGM should he be elected to the position.
- The Exhibition Committee is now in full planning mode with funds to soon change hands to pay for requirements. Letters have gone to international magazines for extra advertising.

Management Committee Submissions. The Management Committee frequently receives items for consideration shortly after a Committee meeting has been held. This means that these items do not get considered until the next Committee meeting up to four weeks later. In an effort to resolve this problem we publish the deadline date for submissions to be received by the Branch Secretary – Committee meetings are normally held on the third Thursday of each month. Items can be posted to the address on page 2 of this issue or placed in the Secretary's pigeon hole.

The **Submission deadlines** are –

Submission deadline	for	Committee meeting
15 May		20 May
12 June		17 June
10 July		15 July
14 August		19 August

Have You Got a UPS?

Have I got a what? A UPS. What's a UPS? It's an **Uninterruptable Power Supply**. What do I want one of them for?

What is this all about?

In our Clubrooms one Saturday afternoon recently a member [who shall remain nameless] was telling his tale of woe. Our member's son had prevailed upon dad to back-up his computer system so that if anything happened to his computer he would have a duplicate of everything on the computer – excellent idea, which we'll follow up in the next issue. The back-up process had been running for about an hour and a half when the power supply suddenly failed. The SEC [or whatever it is called this week] had switched off the electricity supply to the area where our woeful member lives. Catastrophic about sums up the resulting damage to his computer.

A frantic phone call to our resident computer person [John Maker] resulted, among other things, in a suggestion that our member talk to me – why?

A couple of years ago we had a lightning strike close to where I live. Several of my near neighbours had their electronic equipment damaged or destroyed by the resulting spike in the power supply.

My next door neighbour is a draughtsman and has a computerised work-station in his home – but he did not have a UPS – result – a lot of words that cannot be repeated here and the catastrophic damage to his computer and its peripheral equipment.

We had a UPS so all we lost was a Telstra phone that was not protected by the UPS and this was

promptly replaced free of charge by Telstra.

Our UPS took the brunt of the electrical spike, which is part of what it is supposed to do, and had to be replaced – but there was no damage to the computer, printer and cordless phone all of which were connected through the UPS. A replacement UPS cost me about \$100, my neighbours equipment set him back around \$2500 to replace plus there was the inconvenience of not having use of the equipment. A surge board before the UPS could also save the UPS

There is an added benefit having a UPS. If you are working on your computer when the power supply fails, the UPS has sufficient battery power to allow your computer to be safely switched off.

John tells me that a UPS suitable for protecting a fairly standard home computer set-up [computer, monitor, inkjet printer, ADSL modem], should cost around \$100. If you have lots or extras [second monitor/large [27"] monitor, inkjet printer, speakers, etc.] around \$210. If you have a laser printer you will need something more substantial to provide the power for heating up the printer's element.

A surge protector plug board may seem like a much cheaper alternative, it could be a false economy, as it does not give anywhere near the protection that you will get from a UPS – what is your computer system and your stored data worth and can you replace it????

Ted

Membership Matters

Hello everyone! Have you marked your calendars for the 2010 Model Railway Exhibition? The volunteer sheets are with your copy of *The Branchline*. Please consider helping in any way you can. As they say every little bit helps. This is our only way of fund raising for our Branch to keep it going for the next year.

This Autumn looks like having some very interesting weather coming our way. Keep yourselves safe and above all have fun with which ever way you enjoy the hobby.

I hope the Easter Bunny brings you something and maybe something for your hobby too.

We have also had the following new members join the WA Branch. Please make them welcome when they come to our Clubrooms and show them our usual hospitality.

Peter Edward	Claremont	Sn3½ & HO
Julian Giustiniano	Hazelmere	HO/OO
Carolyn Giustiniano	Hazelmere	HO/OO
Michael Giustiniano	Hazelmere	HO/OO

Around the SIGs

British Railway Modellers Special Interest Group. The subject for the January meeting was BR Rail buses. The Rail bus by its very definition is in fact, a bus that runs on rails. It is a 4-wheel, two fixed axled vehicle with a bus or tram looking body.

As early as 1948 a British Transport Commission committee recommended that the diesel railcar [pioneered by the GWR] should be developed for branch line and local services as an alternative to complete closure on some steam-worked branch lines.

However, they were to be two-car units that could work in multiple of up to four sets when

loadings demanded. The original concept of a branch line 'bus on wheels' had been discarded by the BTC. However, a private venture ACV Sales Ltd, later known as BUT, built a series of eleven four-wheel rail buses to three designs and after a period of evaluation, BR took them into stock. The basic unit was a Driving Motor Brake Second and these could operate as a self-contained train or could operate in multiple with a Driving Motor Second, or they could both be strengthened, when necessary, by the addition of a Trailer Third. Because of their shape and the fact that they had full depth skirts covering the underframes and also the quality of their ride, they were nicknamed *Flying Bricks*! They were all withdrawn in 1959.

The BTC had a change of heart sometime in 1954 because when the Modernisation Plan was announced in 1955, it made provision for the experimental use of small diesel rail buses. In 1957 twenty two rail buses were ordered for trial in various parts of the country, on selected branch lines that were considered uneconomical for working with the larger DMUs. Five manufacturers were involved with the orders, all delivered in 1958. With some freedom in design, they were all working to a basic BR specification. The five manufacturers were as follows –

- A.C. Cars Ltd. [Associated Commercial Cars Ltd. of Thames Ditton]. Their contract was for five rail buses powered by a 150hp six-cylinder AEC diesel engine. They were all withdrawn in January 1968. Three of them have been preserved.
- Park Royal Vehicles Ltd. Park Royal were a well-established bus body builder and their contract was also for five vehicles. They were also withdrawn in 1968 and none were preserved.
- D. Wickham & Co. A contract for five vehicles were all built to the tubular body construction system for which the company was well-known. They were powered by a Meadows six-cylinder 6HD500 diesel engine of 105hp. Allocated to the Scottish Region they were all withdrawn by 1968. None have been preserved.
- Waggon und Maschinenbau Gmbh. These five German built rail buses were the only real attempt to draw on overseas expertise when producing the Modernisation Plan. The complete vehicles were built in Germany and shipped to England via the Zeebrugge–Harwich train ferry in the summer of 1958 and were allocated to the Eastern Region. The standard engine fitted was the Buessing 150hp horizontal bus engine, the problem was, however, availability of spare parts and consequently in three of the rail buses the Buessing engine was replaced with an AEC A220X 150hp six-cylinder engine. Four of the rail buses are in preservation.
- Bristol Commercial Vehicles. This well-known combination of state owned companies supplied virtually all the buses and coaches of the BTC's bus operating concerns. They built two rail buses with the bodywork by Eastern Counties of Lowestoft using considerable quantities of standard bus parts, particularly seats and windows. Both were allocated to the Scottish Region and both were withdrawn in 1968, neither being preserved.

A feature of the massive investment in BR made possible by the 1955 Modernisation Plan was that so much new equipment was built at about the same time and consequently, much of it began to wear out – some 20 years later – at the same time posing enormous problems of replacement.

By 1980 development work was proceeding at Derby on the APT [Advanced Passenger Train] and work was in hand to develop a four-wheel vehicle chassis which could ride safely and quite smoothly at speed. Talks were held in great secrecy, with the Leyland National Company which produced buses – used by many operators – that had a body built using 1241mm modules mass-produced and riveted together at a Workington [Cumberland] factory.

Eventually the two groups learned of each other's projects and a marriage of the two produced an

unpowered short underframe 4-wheel chassis with two Leyland bus bodies joined back-to-back so as to have a cab and bi-fold passenger entry doors at each end. This unpowered vehicle was locomotive hauled to test its stability at speed. It was then fitted out with a single six-cylinder 200hp Leyland type TL 11 turbo-charged engine and fitted with brakes for service trials with passengers after some initial test runs had been undertaken. This vehicle mutated into the LEV1 [Leyland Experimental Vehicle]. It had bus type seating. It was sent to the USA and after exhaustive trials sufficiently impressed the American engineers for them to commission LEV2 – this is now preserved at the Connecticut Trolley Museum. LEV1 having been returned to Britain was used by the Research and Development Team at Derby for several years before being claimed by National Rail Museum as a vehicle of considerable interest.

Meanwhile, British Rail Engineering Ltd [BREL] and Leyland decided to proceed with a further project known as the BRE-Leyland Rail bus, with the prototype known as R3. After passenger service trials in the Western Region from 1981–1982 it was converted to the Irish gauge of 5ft 3in and used in service with the Northern Ireland Railways finally being preserved at the Downpatrick & County Down Railway Museum.

One of the shortcomings of R3 was that it did not quite meet BR's specifications. These requirements were addressed and thus was born R4 – the Class 140 Lightweight DMU. Only one unit was built, No. 140001 consisting of two identical cars, a DMS [Driving Motor Second] and a DMS[L] [Driving Motor Second with Lavatory]. After various displays to passengers and PTEs around the country in June/July 1981, No. 140001 entered service on a number of lines for four-week periods. Development work on the Class 140 Project came to an end in 1982 with follow-on orders for production Class 141 and 142 fleets being placed. No. 140001 soldiered on for several years working mainly in Cornwall up until 1985 and it is now preserved on the Keith and Dufftown Railway in Scotland.

As a result of criticism, a re-think resulted in the Class 141, which reverted to the R3 concept and many of the modifications in the Class 140 unit were dropped in the Class 141 units. The Class 141 retained a toilet and was redesigned and produced as a two-car unit but with a bus type interior and access by double sliding doors in the centre of the car. Twenty units were built in 1983 for service in Yorkshire. Sadly, the fleet's performance was poor. Passenger and staff did not like them and the ride was inferior to that of the DMUs they replaced. They were refurbished but were all taken out of service in 1988 and replaced by Class 142s that had been displaced by the introduction of newer stock on other lines.

Thirteen units were sold to the Islamic Republic of Iran, two units were sold to Holland and four units are preserved on UK heritage railways.

Although a complete re-think of the future needs of suburban, rural and branch line travel was made in the early to mid-1980s, which tended to favour the more traditional designs, great desire still existed to further develop the rail bus concept.

By mid-1983 the Leyland bus/BREL partnership had come up with a design that was in principle accepted by the British Railways Board and detailed specifications were agreed, culminating in an order being placed in January 1984 for fifty twin-car units Class 142s [Nos. 142001 to 142050]. During the course of production between October 1985 and May 1986 the units became known as *Pacers*, [those that went to the Western Region were also known as *Skippers*]. In September 1986 the first of a further 46 units entered service as Class 142/1 and numbered 142051 to 142096.

An order for 25 units was placed in January 1984 for bus bodies from Walter Alexander & Co. [Coach builders] with the underframe chassis assembled by Hunslet-Barclay in their factory at Kilmarnock. These Class 143 units were almost identical to the Class 142 units but had a slightly

more pleasing body profile plus different windows, they were numbered 143001 to 143025.

The 23 units of Class 144 [Nos. 144001 to 144023] were a follow up order on Walter Alexander & Co for the bodies but the underframes were built by BREL at Derby. The first unit was delivered in September 1986. During the course of delivery during 1987, extra WYPTE funding enabled the production of ten intermediate non-driving vehicles to be built and melded into units Nos. 144014 to 144023, which then ran as three-car sets. Major refurbishment took place in 2003–2004. These units seem to give a smoother ride than other 'Pacer' types.

For a full set of these facilitation notes including diagrams of all the units please contact us at our Clubrooms.

New Acquisitions –

Ron Fryer – proudly showed his new Bachmann/NRM model of *City of Truro*. Ron had his sent to his UK cousin for £4.95, who then sent it on, after Christmas, for £8.35 airmail. Much cheaper than having it sent direct from the NRM. Beautifully detailed, it runs well and of course is Ron's pride and joy. His wife bought it for him!

Steve Rayner – showed his N scale Dapol model of a Class 9F BR early crest 2–10–0 No. 92001 in black. It has a motorised tender with a shaft drive to the loco itself.

Kelvin Davis – showed a Heljan Class 17 Clayton in *Ribble Cement* colours, [the second one that he has bought]. It is his intention to repaint it in BR Green as he did with his first purchase. He then showed his Bachmann OO Standard Class 3MT 2–6–2 tank loco No. 82005 in BR lined green livery with late crest. He followed this with a similar model but in BR black No. 82029. He also showed samples of kits that he received for Christmas from the family mainly Parkside Dundas kits plus Ratio coaches – too many to list individually. Finally he showed a Bachmann OO 16ton steel coal wagon with end doors, in grey, and a similar Bachmann wagon in grey but with different side doors to the previous wagon.

Nick Pusenjak – showed his OO Bachmann A1 *Tornado* No. 60163 – very nice.

Terry Hammond – went to the Sunday Market at Belmont and came away with a whole heap of stuff, much too much to list individually so I will condense his list as follows –

- nine assorted items from the Hornby and Hornby Meccano range of rolling stock.
- seven assorted railway orientated videos
- nine assorted railway DVDs [includes a 5-disc set]
- seven various railway books

He also showed a Skale Autos Mobile Grocers shop that he bought at Albany Toy World.

Alan Porter – showed the pack of three gas lamps that he obtained from DCC Concepts.

Ron Richards – showed a PDK kit for a diesel auxiliary brake tender with a resin body and white metal bogies plus fittings.

Doing Things –

Steve Rayner – showed us a Biltteezi N scale card model of a large English type barn that he is building for the *Durham Town* layout.

Kelvin Davis – of all the kits that he has received for Christmas he has so far built twenty five – how many did he get? He is also in the process of converting a 57ft Mk. 1. Suburban coach into a lavatory composite Dia. 313 using MarcWays etch brass sides.

Ron Richards – showed us parts of his layout that he intends fixing soon onto the major part of his layout soon.

British Railways Modellers Special Interest Group's February meeting's topic was Oil Company Wagons running on BR metals.

Introduction – When British Railways was formed on 1 January 1948, they found themselves having to deal with an assortment of privately owned oil tank wagons that had been running on the systems of the LMSR, LNER, GWR and SR. These wagons had escaped the commandeering of privately owned wagons by the Government at the outbreak of WW2 [these had been almost entirely mineral open wagons of various sizes and types], although the Petroleum Board had managed the operation of all oil tank wagons during and immediately after WW2. So, we should look at these oil tank wagons first before moving on to those wagons that were built during the British Railways era. But first let us look at the types of oils that were carried.

Types of oils carried – The three broad types of oil carried in tank wagons prior to [and to varying degrees after] 1 January 1948 were –

- a. mineral oils – those oils which have come out of the ground [crude oil] and the products produced when they are refined.
- b. edible oils – those that are derived from plants and animals and used for soap manufacture and foods.
- c. by-product oils from towns-gas production and coke production – those which are also produced when coal is heated anaerobically [ie. roasted in the absence of oxygen to produce town gas or coke for the iron and steel industries.

Mineral oils were the most common, probably well over 90% of all oils carried in rail tank wagons and, because of that, this Facilitation Note will look only at the tank wagons that carried mineral oils on BR metals, although most of the information given is also applicable to the edible oils and the by-product oils.

Types of oil tank wagons in service prior to 1/1/1948 – There were two basic types of tank – the rectangular tank [used many for the heavier oils] and the more common cylindrical tank [used for these same oils and for everything else].

Rectangular tanks sat on a conventional flat wagon and were constrained from longitudinal movement by end planks with short wooden stanchions and steel corner plates connected by steel rods along the sides of the tank. Charles Robert & Co. was still building these seemingly old-fashioned rectangular tank wagons as late as the 1940s.

Cylindrical tanks, usually with convex dished ends, were constrained from longitudinal movement by one of two methods –

- a. two wooden crossheads shaped to the curved middle of the tank ends and their outer faces generally enclosed in steel channel section. These crossheads were supported by massive wooden, or tee-section steel stanchions.
- b. the anchor method, first introduced during WW2 and not requiring any saddle or cradle timbers, end crossheads, end stanchions and diagonal braces. Instead the tank was supported on two steel saddles and these were attached direct to the

underframe by two steel angle sections welded to each side of the tank and which were then fitted to two shaped anchor plates which in turn were fitted to the solebars. Due to an abundance of surplus ex-Air Ministry steel saddled oil tank wagons available post-WW2, few oil tank wagons were built using the anchor mounting until the early 1950s.

The underframe – In 1902 the Railway Clearing House laid down specifications for metal, 9ft. wheelbase underframes for oil tanks capable of carrying 10tons of Class A products. These specifications were amended in 1907, again in 1911, and yet again in 1927. Around 1938 oil tank wagons started to be built with a 10ft. wheelbase and these became the basis of the so-called Air Ministry wagons, of which over 3500 were built from the early 1940s through to the mid-1950s.

Until 1913 oil tank wagons were restricted to slow trains with a maximum speed of 20mph, however in 1913 those wagons that met the RCH 1911 specifications and were fitted with oil axle boxes were allowed to run at an average speed of 35mph but there were certain conditions to be met and these wagons had special markings [all explained fully in the Facilitation Notes]. In 1935, a further relaxation of speed to 60mph was established for oil tank wagons equipped with vacuum operated brakes and screw link couplings. These also had special identification marks. **Note that at 1 January 1948 most oil company tank wagons were still unfitted!**

Classification of oils – Most oils carried in tank wagons will burn, given a sufficient supply of oxygen and given a source of ignition. They are often described as being inflammable but flammable is a better term used exclusively by the mineral oil industry. They do however vary in their flammability and at an early stage they were classified according to their Flash Point, the temperature to which they have to be heated to emit sufficient vapour which when mixed with sufficient air will ignite and thus become flammable.

- a. **Class A** oils are those whose Flash Point is below 23° Celsius [73° Fahrenheit]. Mineral oils falling into this classification are most crude oils and refined products such as petrol [motor spirit UK usage or gasoline US usage], light solvents, light naphtha and mineral turpentine. By-products from coal tar roasting such as benzole, toluol and coal tar naphtha also fall into this classification.
- b. **Class B** oils are those whose Flash Point is between 23 and 60° Celsius [73 and 141° Fahrenheit]. Mineral oils falling into this classification are kerosene, jet fuel, gas oil [Dieseline] and some lubricating oils. By-products from coal tar roasting such as coal tar and creosote also fall into this classification. Products with Flash Points above 60° Celsius [141° Fahrenheit] such as fuel oils, bitumen and most lubricating oils were regarded the same as Class B oils.

Filling and emptying oil tank wagons prior to 1/1/1948 – This was often very dirty and equally very dangerous work. The notes explain fully the differing ways that the tank wagons were filled or emptied for the two different Classes of oils.

Oil tank wagon colours and markings prior to 1/1/1948 – The Railway Clearing House had a considerable part to play in the colouring of oil tank wagons from 1907 onwards and the initial colours plus all the changes made up to 1948 and the reasons is given in this section.

First move towards modernisation! – In 1948 British Railways found itself hauling about 15000 assorted oil tank wagons owned by oil companies. Most were small, ranging from the few that could carry 10 tons, the majority that could carry 12 or 14 tons [depending on the product] to the few that could carry 20 tons. Most oil tank wagons worked in block trains were slow - 35mph

(Continued on page 17)

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

April

Saturday	10	[9]	General Activities <i>The Branchline</i> assembly
Monday	12	[10&11]	S Scale Special Interest Group meeting – slide/video/movie/e-photo night
Tuesday	13	[12&1]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	14	[2]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	16	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	17	[4]	General Activities
Tuesday	20	[5]	Daylighters Group – daytime meeting
Wednesday	21	[6]	Great Western Railway Modellers Special Interest Group meeting – GWR large Prairie 2–6– 2Ts.
Friday	23	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	24	[8]	General Activities

Tuesday	27	[9]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	28	[10&11]	British Railways Special Interest Group meeting – Lighting of BR Freight Yards, Loco Sheds and Station Platforms.
Friday	30	[12&1]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale running night

May

Saturday	1	[2]	General Activities
Monday	3		Materials that can be used on your layout without a big outlay of funds.
Tuesday	4	[3]	Daylighters Group – daytime meeting
Wednesday	5	[4]	LNER Special Interest Group meeting – running night
Friday	7	[5]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	8	[6]	General Activities
Monday	10	[7]	S Scale Special Interest Group meeting –
Tuesday	11	[8]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	12		DCC Special Interest Group meeting – venue Naval Base
Friday	14	[9]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	15	[10&11]	General Activities
Tuesday	18	[12&1]	Daylighters Group – daytime meeting
Wednesday	19	[2]	Great Western Railway Modellers Special Interest Group meeting – GWR coal traffic.
Friday	21	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	22	[4]	General Activities
Sunday	23		Large Scale Group Run Day from 1400 to 1700 on the garden tracks
Tuesday	25	[5]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	26	[6]	British Railways Special Interest Group meeting – BR small shunters.
Friday	28	[7]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale running night
Saturday	29	[8]	General Activities

June

Tuesday	1	[9]	Daylighters Group – daytime meeting
Thursday	3		Load equipment at Clubrooms and unload equipment at Pavilion
Friday	4		0830 to 2200 set-up and transport remaining equipment.
Saturday	5		Model Railway Exhibition – open to the public – 1000 to 1700
Sunday	6		Model Railway Exhibition – open to the public – 1000 to 1700
Monday	7		Model Railway Exhibition – open to the public – 1000 to 1700 followed by take down
Tuesday	8		0830 load equipment for about two hours at the Pavilion. Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting –
Wednesday	9	[10&11]	LMS Modellers Special Interest Group meeting –
Friday	11	[12&1]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	12		Stow Exhibition infrastructure, etc. – Clean up Clubrooms General Activities
Monday	14	[2]	S Scale Special Interest Group meeting –
Tuesday	15	[3]	Daylighters Group – daytime meeting
Wednesday	16	[4]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	18	[5]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	19	[6]	General Activities
Tuesday	22	[7]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	23	[8]	Great Western Railway Modellers Special Interest Group meeting – a look at Pendon.
Friday	25	[9]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale running night
Saturday	26	[10&11]	General Activities The Branchline assembly
Tuesday	29	[12&1]	Daylighters Group – daytime meeting
Wednesday	30	[2]	British Railways Special Interest Group meeting – BR shock wagons and vans.

July

Friday	2	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	3	[4]	General Activities

(Continued from page 13)

average speed – were unfitted and needed to stop every 40 miles to check axle boxes. At the same time the development of the Motorway system was making road transport of oil products increasingly more competitive with rail. By the 1950s BR liaised with Esso and Charles Roberts and Co. to design and develop a 35-ton GLW oil tank wagon fitted with roller bearings and adequate vacuum braking to enable them to run in block trains at 60 mph for long distances without the need to stop for inspections. In 1957 two versions, each with a payload of 22 tons – a Class A and a Class B – were introduced and in 1959 a smaller version for BP to carry creosote.

The next move forward [and upward]! – In 1958 the French-designed Monobloc oil tank wagons arrived on the scene. In this design the cylindrical tank was carried between the sole bars rather than above them so enabling a larger tank to be fitted within the loading gauge. As a result the Civil Engineers allowed increased permissible axle loadings so that from 1958 the GLW went from 35 tons to 50 tons by 1972.

BR dangles a carrot in front of the oil companies – BR, after two years of negotiations, came up with a ton-mile rate attractive to the oil companies and, provided the oil companies entered into contracts for ten years with a maximum volume of traffic each year [to be paid for if not used], BR would run full train loads of oil products in fully vacuumed braked vehicles capable of 60 mph running. This deal was so attractive that the oil companies put 60% more traffic on rail than had been contracted! By 1965, BR required air-braking on all new oil tank wagons and suitable earlier vacuum braked vehicles were retro-fitted.

In 1966 SMBP introduced a 90-ton GLW bogie oil tank wagon which could carry 65 tons of petrol, more than twice that of the largest 4-wheel oil tank wagon then in service. BR raised the maximum acceptable axle load to 25 tons over specified routes and extending the tank by 5 inches the 90-ton GLW wagon became a 100-ton GLW oil tank wagon carrying about 20000 gallons [90000 litres] of product. The effect of the dangled carrot had been dramatic.

Oil tank wagon colours and markings after 1948 – This section tells of the changes that have taken place since 1/1/1948.

Companies which owned oil tank wagons in Britain – This section lists twenty one companies that owned and operated oil tank wagons in Britain and gives a very short, one or two line potted history of each company. One very interesting fact that most people are not aware of is that British Petroleum Company [BP] was originally the name of a German oil company trading in Britain prior to WWI and marketing petroleum products from Romania and Russia under a **BP** shield. During WWI, it was taken over by the Public Trustee as an enemy controlled company and was acquired by APOC [Anglo Persian Oil Co.], thereby solving that company's UK distribution problems of the time.

Some modelling no-no's – Four very important points are listed as follows –

- a. Do not run any train containing one or more oil tank wagons too fast.
- b. If you're modelling in the steam era, you'll need **barrier wagons**.
- c. After about 1965, most movements of oil on BR were in block trains.
- d. Remember the safety requirements at terminals handling flammable products.

The facilitation notes give full detailed explanations on each of these points, especially point [a] in relation to *Haltwhistle* or *Swan View*.

The notes also include a list of models available, references and several pages of photos showing examples of the various oil tank wagons. A full set of these abbreviated notes are available on

request.

New Acquisitions -

Steve Rayner – showed us three Stove R 6-wheel brake vans from the N Gauge Society [commissioned from Dapol], one in LMS crimson, one in BR crimson and cream and one in BR maroon. They really do look the part - beautiful! Next was a Dapol N scale 2MT Ivatt 2-6-2T in black with push-pull facilities No. 41271. This was followed by a Graham Farish [by Bachmann] Class 24 BR green diesel D5013 and a Graham Farish [Bachmann] Western Class 52 *Western Yeoman* D1035 BR green diesel. To finish off two Oxford Diecast vehicles in N scale – a Greenline RT D/D Bus and a GWR Mechanical horse and trailer. The detail on them and the printing is superb.

Tom Stokes – showed a boxed set of three Presflo 22-ton cement wagons *BLUE CIRCLE BULK CEMENT* by Bachmann, all with differing numbers and all weathered. Also showed a Bachmann 20-ton Presflo cement wagon *BULK TUNNEL CEMENT*.

Terry Hammond – showed two Oxford Diecast vehicles – a Red Ferguson TEA tractor and an Armstrong Siddeley Star Sapphire limousine in ivory/terracotta. His next item was a Corgi Trackside Scammell Mechanical Horse with a Royal Mail step-frame box trailer. Finally he showed a book in a box-sleeve called *Lives of the Engineers* published by the Folio Society.

Trevor Batchelor – showed his latest purchase, a Hornby GWR diesel railcar No. 29 in chocolate and cream.

Ron Richards – showed his purchases from Moojebing Market of three Hornby GWR *Centenary* coaches in chocolate and cream with headboard *PADDINGTON* - XXXX- XXXX - *SWANSEA* [one composite and two brake thirds].

And so as no one was **Doing Things** the evening came to an end.

Great Western Railway Modellers Special Interest Group the subject for the February meeting was the GWR Mobile Cranes, Crane Locomotives and Fixed [Yard and Shed] Cranes.

During the conversion of its system to standard gauge the GWR undertook large-scale production of mobile hand-operated cranes. For breakdown work, these ranged up to 12 tons in capacity and were of modern all steel construction with movable balance weights. For lesser cranes, subject to running in goods trains, fixed balance weights were often used instead.

Thus the GWR became appraised at an early stage of the design needs peculiar for each class of service and at Swindon crane work had an almost separate status instead of being treated as an item of plant and machinery. Accordingly, a long line of hand-operated cranes of various sizes was developed for use on civil engineering work in all districts of the GWR system.

Depending on the relative costs of in-house construction or relying on contractors, mobile steam cranes were also built from time to time, including thirty or so of the 6 ton size. It seems that once the crane capacity required was greater than 6 tons, the Company may have left the construction to outside contractors although it did issue the specifications and general arrangement drawings. However, there are exceptions to this general statement! A clue to GWR built mobile cranes, whether hand or steam operated, was the circular punched holes, for lightening purposes, in the crane's web members. The first type of crane that we discussed was –

Crane Locomotives – these locomotives were mainly used for lifting tasks in and around the GWR's locomotive, carriage and wagon manufacturing plants but could also be borrowed by the Engineering Department for the execution of tasks in space limited locations where their larger cranes could not be used, a photo at the end of these notes shows No. 18 in action in the renewal of the platform faces at Paddington in 1933. Two cranes with 0–6–4PT wheel arrangements were built at Swindon in 1901. They were No. 17 *CYCLOPS* and NO. 18 *STEROPES*. Twenty years elapsed before a third crane locomotive, No. 16 *HERCULES* was built and it differed slightly from the other two. The GWR had a fourth crane locomotive. This was a 2–4–0 side tank locomotive, NO. 1299, which was being built at Newton Abbott by the South Devon Railway at the time of that Company being amalgamated with the GWR. It was finished at Swindon in 1878. All four of these crane locomotives were withdrawn in September 1936 and cut up in 1938.

Breakdown Cranes – breakdown cranes were, by definition, used to sort out breakdowns – derailments, accidents etc. In fact in the early days they were referred to as Accident Cranes but from the WW1 period, there were so many accidents that the description came to have an unfortunate connotation and, by common consent, it was altered to Breakdown Cranes. In the USA they are usually referred to as Wrecking Cranes. The GWR did not build any steam-operated Breakdown Cranes itself but relied on the specialist steam crane manufacturers. There were eight cranes ordered by the GWR as follows –

No. 1	1909	Stothert & Pitt	36 tons
No. 2	1909	Ransomes & Rapier	36 tons
No. 3	1911	Ransomes & Rapier	36 tons
No. 4	1903	Cowans, Sheldon	20 tons
No. 5	1903	Cowans, Sheldon	20 tons
No. 6	1901	Cowans, Sheldon	15 tons
No. 7	1900	Cowans, Sheldon	15 tons
No. 8	1901	Cowans, Sheldon	15 tons

All the above were withdrawn around the mid 1960s.

The next table shows those cranes acquired in the 1923 grouping.

No. 9	1913	Cowans, Sheldon	35 tons	[ex Rhymney – w/d 1965]
No. 10	1911	Cowans, Sheldon	35 tons	[ex Taff Vale – w/d 1969]
No. 14	1919	Cowans, Sheldon	25 tons	[ex Barry – w/d ?]
No. 73	1884	Chaplin	20 tons	[ex Taff Vale – w/d 1935]
No. 74	1904	Jessop & Appleby	20 tons	[ex Alexandra – w/d 1956]

Post 1923 there was a batch of six 45 ton cranes ordered at the outbreak of WW2 on Government account for the GWR and the SR. [Similar deals were also placed for the LMS and the LNER] The GWR received four and the SR two. The GWR cranes were numbered 16, 17, 18 and 19 and were all built by Ransomes & Rapier.

Steam-Operated Cranes For Engineering Department Work – These cranes were sometimes referred to as Permanent Way Cranes. They were built for speed of operation rather than strength and they were handier for work such as repositioning of signal posts and gantries and for loading up old sleepers and similar materials. As noted at the beginning of these notes the GWR built its own steam-operated cranes of up to 6 ton capacity for this work but seems to have mostly relied on outside contractors for cranes of larger capacity –

No. 12	1908	Wilson	12 tons
No. 15	1937	Smith	15 tons

No. 24	?	GWR	6 tons
No. 30	1941	Cowans, Sheldon	12 tons
No. 32	1927	Isles	12 tons
No. 67	?	GWR	?
No. 75	1926	Booth	15 tons
No. 443	?	GWR	6 tons

Rail Mounted Hand Operated Cranes – As well as being used for civil engineering work, these rail-mounted and hand-operated cranes were sometimes used to load and unload open, bolster and depressed-centre wagons at stations where there was either no craneage or the installed craneage was of insufficient capacity. Every crane, whether hand-operated or steam-operated, had a match truck accompanying it which would not only act as a check wagon for the long overhanging jib but also carried the weight of this girder whilst in the down position. As curves had to be negotiated, provision was made to allow the jib to slide sideways on a roller carried on a substantial cross member. The large lockers on either side of the central well contained the various slings and chains used for the varying commitments of the crane.

Crane Testing Wagons and Vans – Testing the integrity and safe working capability of lifting equipment was as important to the GWR as it is now and methods were developed to check the equipment from time to time. Chains and steel ropes could be un-sheaved from the crane and sent back to Swindon. There the chains were annealed and carefully inspected [including using X-rays and ultrasonics which were in their infancy before WW2] for incipient cracks and were then brushed with linseed oil and tallow. The ropes were examined for signs of stretching and for any loose strands and were lubricated with a special compound. Certain equipment, particularly breakdown cranes at Swindon, could be tested in situ by putting them to the test.

There is a photograph of GWR No. 1 and 2 36 ton cranes jointly picking up *The Great Bear* which weighed 97 tons without its tender], 35% in excess of their joint rating. Where it was not possible to bring the equipment to Swindon, Crane Testing Wagons were sent out to check the lifting capability in the field. These were basically flat wagons with steel floors and curb rails, four rings for being lifted off the track and provided with special axle boxes so that the wheels would not fall out or the bearings interfered with when being lifted. They were able to be loaded up with cast-iron weights to proof test the various cranes and coal hoists around the system. Six wagons were built to four different Diagrams.

Seven Crane Testing Vans were built to Dia. CC4 between 1892 and 1908. They were similar to the iron bodied Workshops and Tools Vans used by Pooley & Son and by the signal and engineering departments. They had two windows on each side and at each end, skylights in the roof and were equipped internally with work benches and lockers. They were partnered with a Crane Testing Wagon on its rounds, providing a modicum of workshop facilities on site.

Goods Yard Cranes – The most common crane found in GWR goods yards had a 3 ton capacity. This type of fixed jib crane had a radius of operation [reach] of 14ft. 6in. and the bottom of the hook when at the tip of the jib was 20ft. above rail level.

By the late 1920s/early 1930s, many of the items to be lifted in and out of open wagons and to and from bolster and depressed centre wagons had become heavier and larger, particularly containers. The GWR 6 ton fixed jib hand-operated yard crane was developed to address this problem. The GWR seems to have acquired a Travelling Overhead Crane [sometimes known as a Goliath Crane] from Cowans, Sheldon & Co. for use at Swindon Works. As far as can be seen, the GWR did not seem to use Travelling [or Fixed] Overhead Cranes at any of its goods yards.

Goods Shed and Warehouse Cranes – The items to be loaded into or unloaded from open

wagons inside a goods shed/warehouse would generally be lighter than those from open wagons in the goods yard and thus the craneage required would be of a lesser capacity. A common GWR design was a 2 ton fixed curved jib hand-operated warehouse crane that could be rotated on a 12ft. radius on a securely mounted central spindle. Its maximum lift was 12ft. above deck level so a lift of about 8ft. 6in. was possible over the side of a 5 plank wagon.

Mobile Cranes – With the development of specialised vehicles, the GWR acquired a number of mobile lifting appliances to improve operations in goods yards and goods sheds.

A much more detailed set of Notes, including drawings and photographs, are available on request.

New Acquisitions -

Ron Fryer – showed his Xmas present from SWMBO! The NRM/Bachmann *City of Truro*. Not surprisingly, he is very pleased with it, he's as happy as a pig in mud!

Ron Richards – showed a Hornby 6 plank open wagon *BUTE MERTHYR* that he had just bought from Moojebing Market.

John Brenchley – showed two books –

- *GWR Wagons Before 1948, Vol.2* – R. Tourret [Cheona Publications]
- *Great Western Way* by John Lewis [HMRS]

He also showed a leaflet from the Driving Creek NG Railway in NZ. It has a rather spectacular track layout from its start to finish as it winds its way up the mountains.

Steve Rayner – showed a magazine currently in the shops showing all the British model locomotives, coaches and wagons currently available [\$17.95]. We should get one for the library.

Doing Things –

Alan Porter – Part III of the Water Mill Saga. All windows and doors are now fitted. The roof has had its rafters and king posts fitted [and is removable]. He has put internal floors in and is planning internal walling. He has suitably adjusted the sluice gates and water wheel to make them more realistic yet still work. We have tried to convince Alan to put lighting in it – but so far have not succeeded.

Great Western Railway Modellers Special Interest Group's March meeting was a Bring, Run and Tell night but first we looked at –

New Acquisitions –

Steve Rayner showed his latest acquisition. He said that it looked so good in the shop that he had to buy it. It is a 4–8–2 Cab forward AC12 locomotive No. 4275, a real big Beastie but it sure looks impressive.

Doug Firth brought along his first kit built locomotive to show us, a WAGR Z Class Shunter [SN3½], he used a Class 4 UK diesel chassis. His next item was a scratch built shunter's truck complete with worker. Another Sn3½ item was next, a QJH flat bogie wagon complete with container.

Ron Fryer showed several Base Toys –

- Thorneycroft Horsebox with green cab
- Leyland Comet Refuse truck in yellow
- Guy Warrior 6-wheel dropside truck in white
- Rover police car [black] with bell and blue light on top, and
- Rover police car [black] with bell and police sign on top

He also showed a Classix Vauxhall H-type Ten-four Taxi in black from 1937 which with a bit of luck he can convert to a police car by changing the sign on the top. Finally showed a Cambrian kit of a GWR 40-ton GWR Loco bogie coal wagon.

Doing Things –

Ron Richards made some radii gauges 36in, 35in, 34in and 33in as he was having problems on bends at the end of the station platform. By trial and error he found that the 34in. one was the one that did the trick.

Doug Firth is building a shunting layout at home. He will bring it into our Clubrooms to show us in due course.

The main theme for the evening was next, Bring, Run and Tell.

Ron Fryer went first running his new Bachmann/NRM model of the GWR City Class 4-4-0 *City of Truro* pulling his models of a W1 parcels van, a V5 passenger luggage van, a C19 7-compartment second class coach, a C23 10-compartment all third coach, a C4 7-compartment all third coach and a D7 5-compartment third brake coach all from around 1908 that he has kit-bashed from the old Tri-ang shortie clerestory coaches.

A little out of place on Haltwhistle but they sure looked good climbing the steep incline to Cumwaite Station.

Doug Firth was next. He showed and ran a Lima *King George V* complete with bell pulling three Collett coaches.

We then moved to the O Gauge layout where -

Roger Solly showed his kit-built GWR 4-2-2 No. 3037 *Corsair* pulling four 4-wheel coaches – Slaters/Metal Models/Metal Models/ Slaters – plus a 4-wheel D & S Models GWR horsebox. Next came a GWR 2-2-2 Queen Class No. 1130 *Gooch*. All to Roger's usual high standard.

Steve Rayner was next on the N scale layout, *Frans River*. He showed a GWR Class 57 Pannier pulling two B-set coaches. This was followed by a Dapol GWR Prairie 2-6-2T [with straight side tanks] pulling eighteen assorted wagons and vans from various suppliers ending in a GWR Toad brake van. His last train was the complete outsider, the 4-8-8-2 cab forwards AC12 locomotive 4275. Why is it that N scale locomotives have always run better than OO? [Our proof reader comments that this is a good point and could be opened for discussion at a Branch meeting. Suggest the various SIG Coordinators put this topic on their agenda, the resulting theories, etc. will then be published in the SIG Notes. Ed.]

S Scale Special Interest Group. The February and March meetings were very well attended by 37 and 38 AMRA members respectively. Those in attendance were treated to topics and activities which were interesting and informative to those who take an active interest in the

modelling of the WAGR and MRWA in S scale.

The topic for the February meeting was "Paints; for models of the WAGR and MRWA". Stuart Mackay and Paul Tranter gave brief talks and provided the members with a breakdown of paints from Humbrol, Holts and Tamiya and provided examples of wagons and coaches which had been painted in the relevant colours. [See picture on next page. Ed.] A copy of the table presented at the meeting is provided below.

A more detailed list of appropriate paints can be found on Richard Stallard's Marbellup Valley Railway website; <http://members.iinet.net.au/~judithandrichard/marbelup/index.htm> Richard's list also includes further suggestions from Don Moir and Phil Knife. Suggested paints for WAGR and MRWA railway vehicles are as follows –

Number	Colour	Type	Applications	notes
H3	Brunswick Green	Gloss	For Railcars and suburban coaches	(H) Humbrol paints unless otherwise stated a very nice matt finish
7	Light buff		Roofs of Railcars and coaches	
8	Revell black	Matt	For u/frames and running gear	
11	Silver	-	For furniture containers/ADE railcars	
19	Red	Gloss	Loco buffer beams, Railcars	
22	White	Gloss	Suburban Coaches and railcars	
24	Yellow	Matt	Hand-rails on Guard's-Vans, Diesels	Also for DE loco stripes
28	Off white	Matt	Suits the roof of the Z shunter	
30	Revell Orange	Gloss	Orange locomotives C1980 on	
33	Black	Matt	Under-frames and running gear	
34	White	Matt	Signal posts	
60	Red	Matt	Locomotive buffer beams	
67	Black	Matt	Steam Locomotives, U/frames	An excellent metal grey/black
63	Sand	Matt	Coach roofs	
69	Yellow	Gloss	Hand-rails	I prefer 69 to 24 for h/rails
70	Brown	Matt	Wagons	
76	Green	Matt	Steam locomotives/coaches	
80	Green	Matt	Steam locomotives	
92	Grey	Matt	Under body floors	
93	cream	Matt	Roofs of wagons and coaches	
94	Sand	Matt	Wagon roofs	
102	Cream	Matt	Wagon and coach roofs	
105	Green	Matt	Steam locomotives	
110	Light brown	Matt	Wagon and coach roofs	
154	yellow	Matt	For WAGR wagons and shunting tractor	Distance Signal arm Not too shiny silver (Never brush coat a varnish over a silver paint as there is a danger of reactivating the silver paint. Matt coat with extreme caution)
191	silver	Gloss	For ends of Governor railcars	
DS 106	Holts grey primer	Matt	An ideal undercoat for all paint	
DS108	Holts red primer	Matt		
DS110	Holts silver metal	Matt	ADK/B Railcars/ADH country r/cars	
DS124	Holts yellow primer	Matt		
SNB150	Power Plus (Holts)	Matt		
	white primer	Matt		
DSH32	Holts sno white	Satin		
DS112	Holts matt black	Matt		
	Estapol Matt varnish	Matt	Ideal for sealing all vehicles to give a light satin finish*	
79	Blue/Grey	Matt	MRWA wagons, vans and guards' vans	These are all Humbrol paints Probably suits a faded van 96 or 79, you be the judge H107 may no longer be available
96	Blue/grey	Matt	MRWA wagons, vans and guards' vans	
107	Red	Matt	MRWA Coaches	
144	Intermediate Blue		Probably too light	



MRWA AE533 in Blue/Grey Livery. The AE's were the equivalent of the WAGR GE's. The modeller has used a Railwest GE painted in Humbrol #96 which you can see if you receive *The Branchline* in digital form.

S Scale Special Interest Group's March meeting was billed as a night for train running and viewing on *Swan View*. Six members brought trains to run on the layout.

Paul Tranter showed his ADK/ADB railcar set built from a kit some years ago.

Ray Cooper showed and described his W class loco and large range of Railwest wagons which he has built over the past few years.

Lynton England ran and described his 4-6-0 G117 and set of T class cattle wagons, some scratch-built, some from GA models kits,

Murray Hartzer showed his brass scratch-built V class steam Mikado loco on a Bachmann chassis hauling a large range of wagons, mainly scratch-built over the past fifteen or so years.

Stuart Mackay ran his 4-8-0 Fs steam loco which had a scratch-built body on a heavily modified Tyco Consolidation chassis, hauling a range of scratch-built and kit-built wagons.

Neil Blinco was next to run his relatively recently completed V1213 4-8-2 Mikado locomotive hauling a range of wagons similar to a photo Neil displayed and which inspired him to assemble the consist for the evening's run.

Murray Rowe ran an X class locomotive, four AYE/AYF coaches and some wagons built from Railwest kits. All in all the seven trains represented a range of locomotives, coaches and wagons which had been built by the modellers, both very recently or over the past twenty years. A big thankyou to those members who brought their trains to show and tell.

Prior to the train running a number of members showed or told of some interesting items that they had recently acquired.

Greg Aitken showed a pamphlet from a website by Artista of a range of S scale figures.

Murray Hartzer reported on a website called Near Map which shows aerial views of WA which may be of interest to the modeller.

Bill Gray reminded members of the next issue of the ASNM which is due out this month.

Stuart Mackay reported to members that the October meeting will focus on slides of the MRWA and Joe Moir has already offered to bring his slides as will Graham Watson. Stuart challenged the members to make a wagon in MRWA colours such as H#96 and bring it to the meeting. A GA models GC or a Railwest GE are suitable as the MRWA owned their versions of these wagons.

Graham Watson showed a swatch of Dulux Indian Red and a jar of paint to match. WAGR coaches were painted in this colour prior to the introduction of the green and cream livery on the Australind in 1947. Indian red could still be seen on WAGR coaches into the 1950s. Director Peter Weir got the livery right in his 1987 Gallipoli movie.

Kieran Wright showed his FA and D van which he recently assembled from GA and Railwest kits, suitably weathered and lettered.

The S Scale Special Interest Group is a very active group of AMRA modellers which meets on the second Monday of every month at 2000 hours in the AMRA clubrooms – visitors are always welcome. Contact Stuart Mackay on 08 9310 3858 or <mackays@iinet.net.au> for general information about the S Scale Group. Bill Gray <william_gray@optusnet.com.au> is the WA contact for the Australian Sn Modeller and is always seeking articles for publication.

LMS Modellers Special Interest Group's February meeting was rather poorly attended but as Luigi [I think it was he] used to say 'Never mind the quality, feel the width' – or something like that! Nevertheless, a good variety of LMS trains were Brought, Run and Described by those who did come!

Steve Rayner ran a Peco N scale Jubilee [No. 5712 *Victory*] in crimson lake hauling a six coach express consisting of one of each of the recently released Graham Farish by Bachmann LMS Stanier Period III coaches [corridor brake third, corridor all third, vestibule composite first/third, vestibule all third, corridor first and corridor brake first].

Shane Busing showed a Graham Farish by Bachmann N scale 2–6–0 Crab No. 13098 in LMS lined black livery hauling a somewhat longer passenger train consisting of seven Graham Farish by Bachmann LMS Stanier Period III coaches together with an N Gauge Society [commissioned from Dapol] 6–wheel Stove R Parcels Brake in crimson livery, a Travelling Post Office Sorting Van, a Covered Carriage Truck and an Ultimo kit–built 50ft. Parcels Brake.

Alan Porter ran five different OO trains on the 16.5mm gauge *Swan View* layout – not all at the same time though!

- a DJH kit-built large boiler Claughton 4-6-0 No. 6004 [originally *Princess Louise* but de-named in 1935 when *Princess Royal* class 4-6-2 No. 6204 *Princess Louise* was built] in crimson lake livery [acquired from the late Doug Kelly] hauling a short express consisting of four Airfix GMR Stanier Period III corridor coaches [two brake thirds and two composite first/thirds] and a Hornby twelve-wheel Dining Car, strengthened with an Airfix GMR 57ft. non-corridor lavatory composite, all in LMS crimson lake livery.
- a Hornby Black Five 4-6-0 No. 5055 in LMS lined black livery in charge of a milk train consisting of a Mainline 50ft. Parcels Brake and a Hornby six-wheel Insulated Milk van at the head, both in crimson lake livery, followed by ten six-wheel Milk Tank Wagons [three Lima *Express Dairies* [sic] vehicles repainted from their 'orrible blue-green livery into the proper *Express Dairy* Royal Blue livery and with new *Express Dairy* lettering decals [by John Hosegood of Leominster, Herefordshire] in three different formats, four Hornby vehicles with two different *Express Dairy* lettering formats, a Dapol *Express Dairy* vehicle and a Hornby Dublo *United Dairies* white vehicle repainted Royal Blue and with new *Express Dairy* decals by John Hosegood and another Hornby Dublo *United Dairies* white vehicle with new *United Dairies* decals by John Hosegood], a Hornby four-wheel *United Dairies* Milk Tank Wagon and a MAJ kit-built six wheel Stove R 31ft. Parcels Brake in crimson lake livery.
- a Bachmann Crab 2-6-0 No. 2715 in LMS lined black livery hauling a stopping passenger train consisting of three Graham Farish generic main line corridor coaches [two brake thirds and a composite first/third], strengthened with an Airfix GMR 57ft. non-corridor lavatory composite, all in LMS crimson lake livery.
- a Bachmann ex-LNWR G2A 0-8-0 No. 9449 in unlined LMS black livery hauling a train of eighteen [incorrect 10ft wheelbase] Dapol private owner mineral wagons which have been commissioned by several British traders and organisations [1E Promotions/KRS Models, Wessex Wagons, Pendon Museum, Castle Trains, South Wales Coalfields, St. Albans Signal Box Preservation Group, Antics, Tutbury Jinny, Red Rose Steam Society and West Wales Wagon Works] with one correct Dapol 9ft. wheelbase mineral wagon and a Hornby Dublo [look-alike but too short] LMS Goods Brake Van bringing up the rear.
- a Bachmann 0-6-0T Jinty No. 7524 in charge of a pick-up goods train of correct 9ft. wheelbase mineral wagons [kit-built Peco Wonderful Wagons, kit-built Cambrian Wagons, scratch-built styrene body with Tony Collett printed sides and ends on a Peco underframe, Hornby and Lima RTR bodies mounted on Peco underframes and old Tri-ang bodies repainted, reliveried with POW decals and mounted on Peco underframes with the same Hornby Dublo [look-alike but too short] LMS Goods Brake Van bringing up the rear [Alan had left a much better ex-Airfix GMR/ex Dapol/Hornby LMS Goods Brake Van at home!]

After packing up the various trains and a cuppa, it was time to do three things – talk about any New Acquisitions, any Current Projects and the programme of meetings for the remainder of 2010.

Shane Busing showed two new Wild Swan Publications books that he had recently acquired, *LMS Lineside Part Two: Railway Signage, Timetable and Poster Boards, Platform Numbering, Station Seats, Barrows and Trolleys* by V.R. Anderson & H.N. Twells and *A Modeller's Handbook of Painting and Lining* by Ian Rathbone.

He also showed one of the N scale LMS Stove R six-wheel 31ft. Parcels Brakes in LMS crimson lake livery which had been commissioned from Dapol by the N Gauge Society – he has two other differently numbered vehicles in the same livery. Dapol have produced these vehicles in five different liveries for the NGS – LMS maroon [crimson lake!] with maroon [crimson lake!] ends,

LMS post-1936 maroon [crimson lake!] with black ends and full lining, post-1949 BR crimson, post-1956 BR lined maroon and post-1966 BR Rail Blue. [It has just been announced that the same is to happen in OO later this year although there will only be one number for each livery]

Alan Porter showed the [now] rapid progress he had been making with a Wills Craftsman kit for a water mill that he had modified by putting in an extra floor level and changing the windows and door positioning. He also explained the methodology employed in water mills and in wind mills and how this is being considered in the implied internal arrangements in the building – although he is hesitating at doing any significant amount of interior fitting-out!

Regarding the programme for meetings of the Group in 2010, it was agreed that there would be series of topics with the common title of **How I Would Model an LMS xyz I have Always Admired if I had Unlimited Space, Time and Money [and What I would Actually do with the Space, Time and Money I can Spare]** where 'xyz' will be – Main Line Station [7 April]; Branch Line Station [2 June]; Terminus Station, large or small [4 August]; Dockside or Industrial Location [6 October]; Motive Power Depot [1 December].

Due to the fact that the Group's meetings are held just after the deadline for each issue of *The Branchline*, it has not been possible to give any significant advance notice of the Group's April meeting in this issue but it is hoped that former Group members and any other interested AMRA members will note the topic for the June meeting and turn up in numbers!

Contact persons for Special Interest Groups are:

British Railways
Digital Command Control
Great Western Railway Modellers
Large Scale
LNER
LMS Modellers
N Scale
North American Railroads
S Scale

Gordon Bramwell	0432 871 197
Richard Johnson	9437 2470
Roger Solly	9444 7812
Jim Gregg	9298 9442
Steve Rayner	9379 1147
Alan Porter	9330 1848
Neill Phillips	9403 0924
Peter Scarfe	9359 2281
Stuart Mackay	9310 3858

Around the Layouts

Haltwhistle. Not a lot to report on the layout, trains are running well. We know of a few rail joints that are giving problems, the crew will look at them in the near future.

Tom Stokes
 Layout Supervisor

The Valentine Run. The layout has been in pieces while all of its Tortoise point motors were being fitted by Craig and Alan H., Craig having previously spent many therapeutic hours connecting wires to each motor contact for future use. By the time you read this, we may have figured out how all eight pieces go back together and be running again. The degree of difficulty in reconnecting the modules will be of interest for further events, such as forthcoming Exhibitions.

Our wiring guy had the pleasure of working sideways rather than upwards for a while there but given he will shortly need to connect fifty two points from underneath, that should be the last we see of him for some time. However, as we continue to extend the plaster hard-shell and experience the inevitable spillage or two; disgruntled subterranean rumblings may occur – until the plaster goes off.

Two (of the six) control panels have been completed and are ready to install, revised somewhat after a test drive amazed all with its dazzling light display, especially when several switches displayed red for the open track and green for the closed. Why apparently identically wired switches and lighting units decide to operate in dissimilar configurations is beyond our comprehension, although fixing it was relatively simple by swapping the power feeds.

One Saturday a rather loud crash hastily brought several members offering their assistance, either to lift the collapsed layout section or to administer the last rites to anyone beneath or both. One of the support frames had been removed to enable access for wiring and the module above had somewhat noisily demonstrated its instability. A touch of plaster and paint will repair the slight damage; our wiring guy who emerged unscathed, shaken but not stirred, from working on an adjacent module expressed an opinion that may cause an overflow of our Branch's inappropriate terminology receptacle [*he's obviously been listening to Rudd. Ed.*]. Two pins now inserted into the centre support rail will hopefully prevent this from happening again.

Alan Burrough
Craig Hartmann
Layout Coordinators

Yarloop Steam Workshops and Timber Industry Heritage Centre.

One hundred years ago, timber was Western Australia's biggest industry. Steam was used in every stage of timber processing. Yarloop Workshops kept it all going. From sharpening huge saws to manufacturing rolling stock, little was beyond its capacity. Today, it gives a fascinating insight into our heritage. Upcoming events are –

- | | |
|----------|---|
| 11 April | Steam Day Opening |
| 18 April | Car Boot Sale |
| 9 May | Steam Day and Old Machinery Display when we have more than sixty small and large engines of all descriptions on display |
| 29 May | Country Food and Entertainment Cabin Restaurant |
| 13 June | Steamworks Antique, Collectors and Craft Fair which will be turning it on for lovers of 'simply old things'. |
| 11 July | Steam Day Event will combine a Vintage and Classics Motorcycle display from the Indian Harley Club of WA |

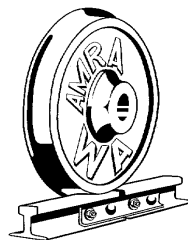
The Workshops are open daily from 1000 to 1600 and can be contacted on 08 9733 5215 or via their website www.yarloopworkshops.com.au

There is more information on our Clubrooms Notice Board about these events.

Extended Power Outage Scheme

If, as the result of the recent storm, your electricity supply was out for over twelve hours you are almost certainly entitled to \$80.00 under the scheme. Go to <www.westernpower.com.au> on the home page, left side, click on 'extended power outage scheme', read through the text until you come to the link 'on line', click on this to bring up the claim form, complete and submit it. A paper claim form is available from WesternPower for those without internet access.

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 202 December 2010 Vol 33 No. 6

Frans' Fatidic

Another year nearly over. Rosemary and I wish everyone a very Merry Christmas and a fruitful New Year and hopefully Father Christmas will bring plenty of model railway goodies.

ModelRail was another great success and my special thanks go to Trevor Burke and Graham Watson for organising this event – see Trevor's comments.

A special thanks to Rob Kay and his helpers for organising the BHP layout up to date and it is great to have people offering their assistance because this layout needs to be finished by 31 March 2011.

With the help of John Rumming and Ron Romero the Iron Ore wagons are in our Clubrooms ready to be painted and have their bogies attached – this will be a Saturday afternoon project, help would be appreciated.

Bayswater City Council will be conducting an inspection of our premises in January. A working bee will be held the weekend prior to the inspection as it is important that we present our Clubrooms in the best possible way to help convince Council to extend our Clubroom's lease..

Our Librarians have asked for members not to donate anymore magazines until after the New Year because of a large influx of used magazines which will take considerable time and effort to sort, catalogue and shelve. Books, DVDs and videos are still most welcome.

We have a large new supply of shirts which are available for sale to members for \$30 per shirt, we also have caps available for \$10.

It was sad to hear the passing off Keith Featherstone who painted a lot of our great back scenes. Our condolences and deep sympathy have been sent to Keith's family.

The 2011 Exhibition Committee recently held its first meeting and will be supporting Ronald McDonald House this year.

Expressions of Interest to participate in next year's Exhibition are coming in fast, anyone interested who has not yet sent in the Expression of Interest form has until the 11 December to respond.

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Ron Fryer – 9401 3514
email – not available

Committee

Trevor Burke – 9398 4330
trevorburke@bigpond.com

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Niels Kroyer – 9315 9635
email njtskroyer@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

We have received quite a few applications from new exhibitors, approximately forty people have replied so far.

Frans Ponjee
Branch President

ModelRail

ModelRail, on Sunday 7 November 2010, was our Branch's Open Day which provided a great opportunity for us to promote our hobby to the public while catching up with fellow modellers and sharing our modelling experience.

The event was well attended by the public, particularly in the morning, and many favourable comments were received about the quantity and quality of the layouts, demonstrations and models on display. ModelRail would not have been a success without the assistance of the many members who volunteered their time and skills for the day.

It was a great achievement to have all of our layouts operating during ModelRail and I would like to thank all of the Layout Coordinators and their team members who worked hard to ensure that the layouts were working with interesting trains running throughout the day. A special thanks to those involved with our 'layouts under construction', who worked particularly hard to reassemble the layouts and have them operational in time for ModelRail.

Thank you to our expert modelling demonstrators, Bob Bruce, Doug Firth, Frank Godde, Niels Kroyer, John Maker, Bob Phelps, Peter Sapte and Rod Tonkin; to Tim Shenton and Bob Bruce for their wonderful dioramas and to the many members who also made their skilfully built models available for the display.

Thanks to Frans and Rosie for organising the supplies for the refreshment stand, to chef Barry Pearce and to Pauline Burton and Dorothy Burke who assisted Frans with the operation of the stand on the day.

Thank you also to the many members who staffed the entrance and welcomed visitors to our Clubrooms and who assisted with the setting up and dismantling of the furniture and screening before and after the event.

It would be remiss of me to not acknowledge the great work undertaken by Alan Burrough who in previous years was our ModelRail Coordinator. Alan retired from the role this year due to other commitments, on behalf of all

members I would like to thank Alan for his hard work over the years.

Alan's advice and comprehensive notes were of great assistance when the baton was passed to me this year, as was the assistance and advice that I received from Ted Thoday, Graham Watson and John Maker in organising the event.

Once again, thank you to everyone who assisted with the event. I hope that all members who attended enjoyed the day. Please do not hesitate to contact me should you have any suggestions to make ModelRail an even greater event next year. Make a note in your diary for Sunday 6 November 2011 – look forward to seeing you there.

[For the benefit of those members who couldn't make it to ModelRail there are some photographs taken during ModelRail on pages 23, 24 and 25 – just to give you some idea of what you missed. Ed.]

Trevor Burke
ModelRail Coordinator

From the Editorial Desk

The Branchline – February 2011 issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 22 January please. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 21 January
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 22 January
- For items transmitted electronically via e-mail – 1800 Saturday 22 January email address is mandtt@three.com.au – please use subject heading The Branchline.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on **Saturday** 5 February.

Please note the intended dates for *The Branchline* publication for 2011:

	Editorial deadline	Assembly, etc.
April	Saturday 26 March	Saturday 9 April – includes pre-exhibition material
June	Saturday 28 May – for routine material Sat 11 June – for exhibition reports	Saturday 25 June – will include exhibition reports and AGM material
August	Saturday 30 July	Saturday 13 August
October	Saturday 24 September	Saturday 8 October – will include AGM Minutes
December	Saturday 19 November	Saturday 3 December

Ted Thoday

Vale Ernie Holland

[1945 to 2010]

It is with considerable sadness that we have to report the passing of Ernie.

Ernie started life in a tent at Ora Banda in the Goldfields, eventually he joined the Royal Australian Navy and after his discharge he moved to the UK where he joined the Royal Navy and became a submariner.

He returned to Australia in 1972 and later, in 1987, met Rose, who was to become his wife.

In later years Ernie became a member of our Association and, as a result, a member of our Branch.

Despite his declining health he became involved with the *Haltwhistle* layout's crew.

Our Branch was represented at the service to celebrate Ernie's life.

Our condolences and deep sympathy have been sent to Rose and their family.

Literary Lines

No more magazines until further notice, please.

We've had a very large donation of magazines and it will take some time to check whether we already have copies and to catalogue any new ones. This request will also be on our Clubroom's white board.

Many thanks to the member who donated these magazines and several other members for their donations of books, videos, etc.

Library - on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Chris Paterson
Branch : \Librarian

Around the Layouts

Haltwhistle. The layout ran very well during the ModelRail weekend and I would like to take this opportunity to thank those Branch members, both young and not so young, for the time and effort they put in for what was a very enjoyable day.

A point I must raise is that some person or persons have been messing with the electrics on the layout, in particular the shuttle line, which resulted in many hours of frustration trying to locate the fault.

If you have any problems with the layout please ask any of the *Haltwhistle* team for advice or leave a note about the problem that has occurred.

Tom Stokes
Layout Supervisor

The Valentine Run. In the run up to ModelRail, Alan H, Trevor and Craig worked industriously to get our layout up and running so we could put on a decent show. Our aim was to have two loops in operation; thus much cleaning of track, attention to electrically misbehaving fishplates, and general tidying and vacuuming ensued. Eventually we managed three loops in action, along with a section of the branch line. Despite the bare terrain resembling Mount Merapi's surrounding landscapes, the buildings and vehicles gave promise of wonders to come. Happily, the final panel was mounted and partially wired in - permitting limited action.

With Craig, Trevor, Peter and your scribe managing operations, the layout performed well. The station built by Peter is a wonderful addition to the layout – a masterpiece of scratch building. A new concept of inverse forced perspective was introduced by the running of On30 trains on the inner loop – but somehow one surmises this idea will take a while to catch on. Some items made their need for further attention apparent – two turnout switches, a turnout and the DCC/DC switch panel will face the tribunal and may have to be retrained.

Each layout loop is divided into electrical blocks; when one turns off the power to that block, the train thereon stops. Thus when my Atlas RS3 with a rake of Walthers coaches elected not to stop on a depowered block, your scribe began to wonder whether this loco (or he) had been watching too much Twilight Zone. It may be possible that the metal coach wheels bridging the gap between powered and unpowered blocks, combined with the excellent flywheel in Atlas locos, outwitted his wiring endeavours. But your scribe still considers his former theory should not be discounted too readily.

Alan Burrough
Layout Scribe, etc.

Buckingham Central Lives On

Readers will recall I concluded my obituary tribute to the late Peter Denny [see pages 8 and 9 of the February] with the following hopeful words.

What is to happen to *The Buckingham Branch Lines*? It's located in a house owned by the Church Commissioners who are willing to sell the house with the railway in situ, so if you're interested put in a bid! However it is to be hoped that some good folk will offer to remove it [it is sectional, so that helps] and to preserve it for all to see in the same way as Frank Dyer's *Borchester Market* can now be seen.

Well, miracles do occasionally happen – maybe Peter had a word or two with the chief miracle worker up there in Heaven where undoubtedly he went – for the *Railway Modeller's* November issue has the following entry [I have embellished it a bit].

Peter's sons Stephen, Martin and Crispin and have advised that *The Buckingham Branch Lines* [more properly known as *Buckingham Great Central*] has been acquired by a new owner and will shortly be moved to a new location for reassembly. It will then be fully maintained and operated on a regular basis.

There will an opportunity to see at least part of the layout as the new custodian intends, with the agreement of the Denny family, to exhibit one part of the layout, *Leighton Buzzard [Linslade]*, from time to time as a memorial and a tribute to the Revd. Peter Denny and his work.

Alan Porter

Face book – a Cautionary Tale

During October I received an email allegedly from [name]@[isp.xxx.xx]. My security software quarantined this email as suspect and potentially dangerous. [name] was not known to me and is not on the Association's membership list.

The badly worded text suggested that I [by name] should look at two interesting railway oriented websites and included two active hyperlinks, neither included any indication that 'railway' was their subject. The email included an invitation to become a Face Book friend of [name].

As a result the email was deleted completely.

About ten days later I received a rather curt email purporting to have come from facebook@xxxxx wanting to know why I had not registered as a Face Book friend of [name].

The email listed several names who were said to be Face Book friends of [name]. One of the names is an Association member and is known to me. The other names were pseudonyms.

This member also did not know of [name].

Enquiries have told me quite categorically that Face Book does **not** make contact with people who are invited to be Face Book friends but do not accept the invitation.

The indications are that this is another scam – be warned, be very vigilant, someone may be trying to get your personal details or get into your computer for nefarious reasons.

This high-lights, yet again, the importance of having anti-virus, anti-spam and firewall software installed **and, most importantly**, updating them daily. Most versions of these protective software programmes can be set to update automatically while you are on line.

If you have not purchased and installed commercial firewall software, make sure that the Microsoft firewall, which comes with your operating system, is activated and set to update automatically.

It is also vitally important to ensure that the security, etc. updates for your Microsoft operating system and other software also update automatically.

Towards the end of October I received another email purporting to have come from Face Book and again wanting to know why I had not joined Face Book to become a 'friend' of [name]. This email contained the names of three other Association members who are alleged to be 'friends' of [name] – these members have said that they have never heard of [name]. This email was also deleted.

Ted

Another Computer Scam

I have had a couple of calls recently from people supposedly from Microsoft telling me that I have a virus in my computer and they can help me fix it – I just told them to get lost. Out of curiosity I went into the Microsoft web site and found the following –

Microsoft issues warning on phone scam – 26 August, 2010, Sydney, Australia. Microsoft today warned Australians to be wary of a phone scam that has left some victims hundreds of dollars out of pocket.

Scammers are using several well-known brands, including Microsoft, to fool people into believing that something is wrong with their computers.

The scam typically unfolds in the following manner –

A cold caller, claiming to be a representative of Microsoft, one of its brands or a third party contracted by Microsoft, tells the victim they are checking into a computer problem, infection or virus that has been detected by Microsoft.

They tell the victim they can help and direct them to a website that then allows the scammers to take remote control of the computer. The cold caller will then spend some time on the computer trying to demonstrate where the ‘problems’ are and in the process convinces the victim to pay a fee for a service that will fix the computer.

In reality, there is nothing wrong with their computer but the scammer has tricked the consumer into believing there is a problem and that paying the fee is the best way to get it fixed. Often they will also push the customer to buy a one year computer maintenance subscription. They are just trying to scam innocent Australians out of money, Microsoft Australia’s chief security advisor Stuart Strathdee says.

Strathdee also said that the callers presented themselves in a professional manner and sounded genuine. “Don’t be fooled, Microsoft is not cold calling consumers in regards to malfunctioning PCs, viruses or any other matter,”

Microsoft strongly advises Australians to simply hang up if they receive a call of this nature and not to respond to any communications from these scammers. If you’re not sure, contact Microsoft on 13 20 58 or the Police,

Ted

An Electric Steam Locomotive **or was is it the other way round?**

During the Second World War, the Swiss Federal Railways fitted several small 0–6–0 steam locomotives [used for shunting] with a pantograph, so they could use hydroelectricity as a power source. Power was taken from overhead lines [15 kV, 16.6 Hz] and fed to heating elements in the boiler via two transformers rated together at 480 kW. These locomotives also retained the capability to be fired by coal.

More details at: http://wapedia.mobi/en/Electric-steam_locomotive



Alan Burrough

Around the SIGs

S Scale Special Interest Group. What a fantastic meeting the October meeting turned out to be. The topic was the Midland Railway of WA [MRWA] and the forty members who were in attendance were treated to a wonderful display, a description of the railway and a selection of slides from Joe Moir's extensive collection.

Before the main topic of the evening members were able to catch up with colleagues and share ideas and information before Graham Watson rang the bell and called the meeting to order at exactly 2030. A number of announcements were made involving the up-coming Railfest which is now on Sunday 31 October, ModelRail which will be held in the AMRA WA Clubrooms on Sunday 2 November and updates on kits from Railwest Models and other news.

Graham Watson reported on his recent trip to the AMRA [NSW] Model Railway Exhibition where he spent three days looking at the layouts and catching up on the latest things available to the railway modeller.

Jeremy Ludlow also gave a brief report of his visit to Melbourne where he attended the Victorian Model Railway Exhibition. One particular layout which impressed Jeremy was the one of Japan Railways, which he had never seen the likes of before, and which he felt was of a high standard. Graham concurred as he saw it at the Sydney Exhibition not many weeks later.

Tony Kelly announced the much awaited release of *Tracks by the Swan*, a history of the Perth Electric Tramways which will sell for \$95–\$120 depending on the style of binding. Tony also hopes to show members a copy of the latest Train Hobby publications picture book of the Commonwealth Railways at the November or December meeting. This book is similar in style to the Western Australian Steam book which has been very popular with members and railway enthusiasts during this year.

Paul Tranter reported that he has had a very good response from the CD on the A class which he has recently prepared. Paul has made the photos and drawings available which he used when he built his A class. These are now available on a CD for those modellers interested in modelling the WAGR A class DE locomotive.

Kieran Wright drew members' attention to the article by Rod Milne on the WAGR Y class in the fourth *Australian Railway Illustrated*, magazine which can still be purchased from good news agencies for under \$10.

Rob Clark has decals for the V class and U class locomotives and several of the MRWA wagons. The decals are very good quality water slide transfers if Rob's V class and L class wagon decals are anything to go by.

Ray Cooper showed the very nice water tower and tank he has been building for his Yarloop layout. The structure is based on one that can still be seen at Corrigin.

John Hatch showed the A class locomotive he has been scratch-building from plans and drawings on Paul Tranter's CD, the loco will sit on an Athern PA/PA1 chassis. John reported that the loco is challenging but apparently that is what scratch-building is all about.

Murray Rowe showed the XA class loco he has been assembling from an X-Class models kit. Murray has added considerable detail and it was good to see it before the painting stage and to see how he made and added the detail. Murray also showed the Railwest BA horsebox which he has painted in Tuscan red.

Neil Blinco showed the two AQZ coaches he has completed and how they contrast in size with his shower car kit which he hopes to make available to AMRA members who are S scale modellers.

Neil also showed the Z9 guard's van he has been scratch-building using the roof, first made by Paul Tranter and modified by Stuart Mackay. Stuart hopes to do a kit of Z9 using the same roof and the floor of the shower car made available by Neil. We are a cooperative lot in the S Scale Group. The same roof and floor could also be used for a buffet car for anyone up to doing a kit of this, the third vehicle in this series from the WAGR.

Rob Mandanici showed the model which he has assembled from a Railwest Models kit of the VVW wagon in WAGR yellow. The massive VVW was a Standard gauge wagon with narrow gauge bogies and when it ran on the 3'6" system, it was distinguishable for its size, modern box-car styling and all steel construction. Rob is one of the few who have assembled this large and distinctive wagon.

The main topic of the evening was the MRWA. We were treated to a fascinating evening of slides, models and discussion on matters MRWA. There were 36 wagons and coaches to view as well as two A class steam locos and two F class DE, English Electric locos to see.

Ken Shenton was the first presenter and he gave a potted history of the Railway. By coincidence Ken's great grand father was John Waddington, the English entrepreneur and leader of the syndicate of English capitalists who founded the MRWA in 1886. One of Ken's other great grand fathers was [Sir] George Shenton Jr, who was Mayor of Perth and an MLA and MLC at about the time of the establishment of the Railway. George Shenton Snr, was one of Perth's first settlers and Shenton's Mill near the Narrows at South Perth was one of his legacies.

Ken displayed a majority of his S scale models of MRWA vehicles. They included an A class locomotive, a JA class coach, an FA 64 Brake van, an FA 51 passenger brake van, an FB 19 Workers van and a number of AE wagons in the distinctive blue-grey livery. Ken's models of the MRWA vehicles set a high standard for those of us who intend to model the MR vehicles.

Phil Knife showed the scratch-built model of the MRWA A class he has recently completed and reminded members that Walkaway was the northern terminus of the MR. Geoff Logue reminded members that he spent a large part of his early life in Walkaway.

Neil Blinco showed his PB 107 from a Railwest KA kit. Neil gave his wagon a load of Newcastle coal which was used exclusively by the MRWA locos while the WAGR mainly used Collie coal as its principal source of fuel.

Murray Rowe showed his L class bogie wagon, a PB and an AE, all from Railwest kits.

Rob Clark showed his L bogie wagon and an AE from a Railwest GE kit. Rob has also made up letter and number decals for the AC, AE, PB and L wagons and these are available on request from his Westland Model selection.

Stuart Mackay showed a range of MRWA vehicles including his F40 DE locomotive in its red livery with distinctive white stripes. Over the past year Stuart has assembled several Railwest kits which included an L 863 [from an R class bogie wagon], an AE 533 from a GE, a PB 1028 from a KA and an AC 80 from a GC kit. Stuart has also scratch-built an M 342 low sided wagon, an A 272 gable ended wagon, a tiny Bm covered van and an Fa 67 guard's van with distinctive outside bracing and tongue and grooved sides.

Lynton England showed his F class locomotive and a freshly built and painted MR A class wagon

from a Railwest GA kit. Lynton's models were built to his usual very high standard. Lynton has been building Sn3½ models of WAGR vehicles for over thirty years and he continues to learn and improve on his modelling skills as the axle boxes on his GA/A class wagons will attest.

Kieran Wright showed his JA coach from a Railwest ACL kit and his AE 533 from a Railwest kit built to his usual high standard.

Greg Aitken showed his nicely scratch built and extremely rare MRWA DXA sheep wagon, an AE from his GC kit, and an NC flat wagon from a QCF.

Paul Tranter showed his very nice loaded MR L wagon and an AE wagon both from Railwest kits.

Doug Firth showed his PB and AC wagons in MR blue grey using Humbrol #96 enamel.

Graham Watson showed his scratch-built GC which he painted blue-grey for an AC and an MR L class from two GE kits which became a RAM in WAGR hands after the takeover of the MR by the WAGR in late 1964.

Following the bring and show, Simon Mead showed the members a range of Joe Moir's slides of MRWA vehicles. Unfortunately one of the discs had not been finalised so there is a range of MR prototype photos which members can look forward to seeing, perhaps in 2011. Thanks to Joe and Graham for providing the slides and to Simon for showing them on the big screen using the data projector.

Thanks to Ken for showing his fantastic models and thanks to all who brought and showed a MRWA vehicle. Thanks too to Rob Clark for proposing the idea way back in March. The slide show was also interesting and informative and, as it turned out, not too long after a rather long talk on the models. In all forty members saw 40 models of MRWA railway vehicles from what was a major and sometimes overlooked railway in WA's transport history.

The Group's November meeting followed the very successful ModelRail on Sunday 7 November. ModelRail was one of the most successful of this particular calendar event for many years. At least 200 members of the public saw all the layouts running at their very best, from the Garden Railway to the latest unfinished N and American HO layouts.

Trevor Burke thanked the members for their support of ModelRail. We also thank Trevor who took over from Alan Burrough as Coordinator this year and all indications are that he did an outstanding job. Thanks too to Alan Burrough for his efforts for the last three ModelRails.

Thirty seven members came out on a balmy evening to enjoy the fellowship which is a feature of the S Scale Group meetings. The topic for the meeting was *Why I Model the WAGR/MRWA in S scale*.

Six members [Jeremy Ludlow, Doug Firth, Phil Knife, Ray Cooper, Alan Penstone and Murray Rowe] gave detailed and interesting talks on the topic, supported by models of vehicles or structures they had built. It was interesting to see or hear the common threads of their addresses and the motivation for their gravitation to S scale. All speakers spoke of how they began modelling in other scales and, usually early in their lives, were drawn to modelling the local scene.

Jeremy Ludlow took us on a journey through a range of countries, models and scales before concluding with a convincing argument [as only a Barrister could do] that modelling the local scene is an eminently attractive pastime for many reasons, not the least of which is the fun of building and painting your own models with support from the members of the Group and the kits they have to offer.

Doug Firth has done more things in his relatively short lifetime than many people twice his age. In the past two or three years he has built many wagons and locos which each carry evidence of his personal attention to detail. As Doug explained, it makes sense to model the local scene because all the resources are at our disposal.

Like Doug, **Phil Knife** explained that he was not born in WA but soon saw the attraction of building models of the somewhat unique or distinctive locomotives from the railways of this corner of the country. As Phil explained, he is a builder not a collector. To him, the WAGR and the MRWA offers a rich source of inspiration for him to draw on his skills which he has honed over many years. Phil showed his N class and B class locomotives that he has scratch-built this year using traditional and innovative modelling techniques.

Ray Cooper was born in WA, in Yarloop no less, and this location has been the inspiration for his modelling activities over the past few years. Ray has built a number of layouts over the past 30 years but Yarloop with its buildings, forest, and interchange facilities between the SW main line and Millars' workshops and sidings provide ample opportunities to enjoy re-creating a detailed scene of a bygone era, very much preserved at Yarloop. Ray showed the imposing water tower he has built for Yarloop which is really an award winning model. It will sit alongside the yard and station buildings he has already built and company buildings he is yet to build.

Alan Penstone has been a member of the S Scale group for over twenty years. Alan joined the group in part because of the influence of his son Anthony. Alan and Anthony took a small American HO layout to the AMRA Exhibition in the second half of the 1980s. Anthony spent most of his time standing in front of the York Sn3½ layout and this in turn inspired Alan and Anthony to become involved in modelling the local scene. Alan has built a model of Clackline and in doing so has become very interested in the history of the area and its links with railway history. Alan also showed a model of a MRWA PB in MR blue-grey livery.

Murray Rowe was the last and probably the youngest of our guest speakers. Never-the-less Murray has been prolific in his kit-building in the last two or three years and admits his modelling skills have improved – evidence attests to this. Murray became interested in railways from the age of four. By the time he was nine he was a member of the Hotham Valley Tourist Railway and has worked for the organization in a voluntary capacity. Murray is a collector of WA railway memorabilia and frequently films the local scene on his digital movie camera. Murray is a trained and registered nurse and is a driver with the PTA. Needless to say Murray has a love of railways, particularly in WA and it is probably a natural step that he would want to model the WA scene. It also seems inevitable that this activity is becoming another dimension to his interest in WA railway history past and present.

Thanks to our six speakers who needed no arm-twisting to speak about and share their interests in modelling the local scene in S scale. The audience of 31 members, including frequent visitor Tom Blinco and respected Honorary Life Member Alan Porter, were deeply interested in what our speakers had to say.

John Maker reminded members to renew their membership if they had not already done so.

Graham Watson called for expressions of interest in providing a layout for the 2011 Exhibition.

Stuart Mackay announced that the first four V class kits have come off the assembly line and were distributed this evening. Stuart and Gary hope to distribute 4–5 each month until all 26 of those who have expressed an interest in the kit have received theirs. The project has been a year of hard work and there are no plans to do a second run at this stage. Gary and Stuart report that they have too many other things to model and so little time left to do it.

Neil Blinco unveiled his AGS shower car kit and his scratch built Z9 guard's van which uses the same floor and roof. Neil also showed his JN and JIA fuel tanker kits which he assembled recently. **Murray Rowe** showed the first of the AGS kits he assembled for Neil as a test to see if the instructions were satisfactory. Murray reported that the coach went together well and his unpainted model with underfloor detail looked terrific.

Murray also showed how he used cartridge paper to make tarps which sit well on his open 4-wheel wagons. The method he used was provided by John Miller who builds some fantastic models of the WAGR standard gauge in N gauge. Murray also showed the sixty seated and painted figures he has purchased for \$13 on EBay. Murray has offered to purchase figures for members at cost. He can be contacted on <trainboy706@hotmail.com>

Phil Knife showed the etched brass loco number plates for WAGR steam and X class Diesel locomotives and MRWA steam locos which he purchased from Adrian Pressler. The art work was done by Adrian Gunzburg and Phil is permitted and willing to provide or order some for members. Phil can be contacted on <kknife7@bigpond.com>

Richard Stallard showed the track cleaning unit he has fitted to a VF van from an HO box car from Aztec Trains. Richard reported that the unit fitted fairly easily inside the VF body. Richard explained that the only trick was to get the height of the metal sub-assembly which housed the rollers at the correct height – the bottom should be about 3mm above the rails. As with his other VF, Richard made a styrene box and built the VF van sides and ends around it to get a stable foundation. This time, the styrene box incorporated a cut-out to house the track cleaner unit – which does have to be removable if you need to change rollers from time to time. The internet link for the track cleaner is <http://www.aztectrains.com/HO_3.html> There is a choice of rollers – and Richard chose 1 x Cratex and 1 x canvas covered [dry]. The unit was delivered to him for just under \$A100.

Richard also showed his ADH railcar with its latest addition of a Tsunami sound decoder, directional headlights and marker lights – a fantastic model which ran beautifully around *Swan View* later in the evening.

Tony Kelly showed two new books from Train Hobby publications. Like the earlier book on Western Australian Steam they are fantastic photographic records of Tasmanian and the Commonwealth Railways 3'6" systems. Members should see Tony for further details of the hobby shops which will have them.

If you are considering taking up modelling the WAGR or MRWA in S scale do come along to one of our meetings. It really is the best way to get into modelling the local scene and you will be made most welcome.

The S Scale Special Interest Group is a very active group of AMRA modellers which meets on the second Monday of every month at 2000 at the AMRA WA Branch clubrooms in Moojebing St, Bayswater – visitors are always welcome. Contact Stuart Mackay at <mackays@iinet.net.au> for general information about the S Scale Group. Bill Gray, <william_gray@optusnet.com.au> is the WA contact for the *Australian Sn Modeller* and is always eager to receive articles for publication.

Great Western Railway Modellers Special Interest Group's October meeting was a bit of a failure! It was quite well attended [by GWR Modellers SIG standards] but the usual producer of Facilitation Notes 'stuffed up'.

He had experienced two weeks of hectic travelling which included the Albany Hobby Expo, travelling to Sydney the next day after getting back to Perth, then down to Melbourne for the

annual Convention of British Railway Modellers of Australia and then back to Perth – the day before the Group's October meeting.

He had found little time to research the topic for the meeting – Road Vehicles of the 1930s and 1940s – and, knowing little on the subject, he had borrowed a book [*A – Z of Cars 1945–1970*] from his good friend Harry Howell whilst in Sydney and he had spent time on the Melbourne to Perth flight preparing a Facilitation Note using this book. **But** he had looked at the British made cars of the 1940s [on which there was not a lot in the book] and the 1950s [on which there was quite a lot!]. He hadn't completed the Facilitation Note in time for the meeting of the SIG but it was mostly wasted anyway, as his researches had ignored the 1930s but had instead examined the 1950s! Silly boy!!

Although he had brought quite a few Oxford Diecast and Classix Pocketbond 1:76 models [most of them of the 1950s] to the meeting, no-one else had anything to show and no-one else was able to contribute to the discussion of the topic, so the whole thing was abandoned, with the possibility that it might be included in the topics for the Group's meetings in 2011.

After a bit of chit-chat on all sorts of things, mostly of a non-railway nature, attention turned to **New Acquisitions** and to **Current Projects**. Now here our stand-in scribe has to confess that he now cannot find his rough notes of who showed what!!

We'll just have to wait the return of our regular scribe from an overseas holiday to get it done properly. The trouble is that you can't get good staff nowadays!

The Agenda Topics planned for the 2011 meetings are –

19 January	Travelling Post Office Vehicles on the GWR
16 February	Coaling and Watering GWR Locomotives
23 March	Bring, Run and Tell about a GWR train
20 April	Double-frame 4ft. 8½in. gauge Locomotives
18 May	GWR Permanent Way Vehicles
22 June	Features of GWR Trackwork
20 July	GWR Saddle Tank Locomotives
24 August	GWR Parcels Traffic
15 September	Bring, Run and Tell about a GWR train
19 October	GWR Footbridges
23 November	Dean's and Collett's 0–6–0 Locomotives
14 December	End of Year Quiz/Entertainment

LMS Modellers Special Interest Group's October meeting continued the theme of subjects for 2010, namely 'How I would model an LMS xyz I have always admired if I had unlimited space, time and money [and what I would actually do with the space I do have and the time and money that I can spare]'. For the October meeting, the xyz was 'a Dockside or Industrial Location'.

Kyle of Lochalsh was possibly the best suggestion for both the nightmare and the reality dream. Its features were discussed at the August meeting when xyz was 'an LMS Terminal station'. That discussion was reported upon in the October issue of *The Branchline* and does not warrant repeating here.

Garston Docks [Liverpool] was suggested by some-one present after seeing aerial photographs in *The Aerofilms Book of Britain's Railways from the Air* and in *The Second Book of Britain's Railways*

(Continued on page 16)

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

December

Friday	3	[6]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	4	[7]	The Branchline assembly General Activities
Monday	6		Test Track – its purpose and how to use it
Tuesday	7	[8]	Daylighters Group – daytime meeting
Wednesday	8	[1]	Great Western Railway Modellers Special Interest Group meeting – Quiz and Christmas Cheer Night DCC Special Interest Group meeting – Quiz and Christmas Cheer Night – venue AMRA WA Clubrooms
Friday	10	[2]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	11	[3]	General Activities
Monday	13	[4]	S Scale Special Interest Group meeting – Bring and Show your best model building project for the year.

Tuesday	14	[5]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	15	[6]	British Railways Special Interest Group meeting – Quiz and Xmas Cheer Night
Friday	17	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	18	[8]	General Activities
Tuesday	21	[1]	Daylighters Group – daytime meeting
Friday	24	[2]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	25		Christmas Day – Clubrooms Closed
Sunday	26		Boxing Day – Clubrooms Closed
Monday	27		Christmas Day Public Holiday – Clubrooms Closed
Tuesday	28		Boxing Day Public Holiday
		[3]	Daylighters Group – daytime meeting
Friday	31	[4]	N Scale Special Interest Group meeting – layout construction General Activities

January

Saturday	1		New Years Day Public Holiday – No meeting
Monday	3		What did you get for Christmas. Bring and Show
Tuesday	4	[5]	Daylighters Group – daytime meeting
Wednesday	5	[6]	LNER Special Interest Group meeting – LNER 4–6–2 Pacific classes of locomotive.
Friday	7	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	8	[8]	General Activities
Monday	10	[1]	S Scale Special Interest Group meeting – Bring and show what you bought for yourself for Christmas or what you made since the November 2010 meeting.
Tuesday	11	[2]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	12		DCC Special Interest Group meeting – venue Naval Base
Friday	14	[3]	N Scale Special Interest Group meeting – layout construction General Activities

Saturday	15	[4]	General Activities
Tuesday	18	[5]	Daylighters Group – daytime meeting
Wednesday	19	[6]	Great Western Railway Modellers Special Interest Group meeting – Travelling Post Office Vehicles on the GWR
Friday	21	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	22	[8]	General Activities
Tuesday	25	[1]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	26	[2]	British Railways Special Interest Group meeting – BR Class 40 Diesel Electric Locomotives
Friday	28	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	29	[4]	General Activities
February			
Tuesday	1	[5]	Daylighters Group – daytime meeting
Wednesday	2	[6]	LMS Modellers Special Interest Group meeting – refer to LMS SIG notes in this issue.
Friday	4	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	5	[8]	The Branchline assembly General Activities
Monday	7		Using sound on your layout.
Tuesday	8	[1]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	9	[2]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	11	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	12	[4]	General Activities

(Continued from page 13)

from the Air. These were a very large body of water with locks for ingress from and egress to the River Mersey and extensive railway sidings for coal exports, etc.. The Docks and surrounds occupied a rectangular space of about 900 metres fronting the Mersey and about 800 metres back. In 4mm/ft modelling, you'd only need a room about 12 metres x 11 metres [a small hall] to accommodate it and you'd have to build dozen or more ocean-going ships and to have at least 2000

wagons for it. Definitely in the nightmare class!

Baddesley Colliery [near Atherstone] was suggested after seeing an aerial photograph of it in *The Second Book of Britain's Railways from the Air*. Not so much space needed for this one but lots and lots of open wagons for coal, private owner wagons, predominantly pre-WW2, and 16 steel mineral wagons in BR times.

Holyhead was another suggestion arising from sighting a photograph in *The Aerofilms Book of Britain's Railways from the Air*. Again requiring some maritime modelling but of greater railway modelling interest due to it being the terminus for passenger and livestock traffic to and from Northern Ireland and Eire. However, a fold-out plan of the track arrangements at Holyhead at the back of the book *An Historical Survey of Chester to Holyhead Railway – Track Layouts and Illustrations* put this idea into the nightmare category as it showed how spread out Holyhead really was – in 4mm/ft modelling, a space of 16 metres x 12 metres would be required!!

After recovering with refreshments, the Group considered its programme of activities for 2011. The Group has been in action since 1993 and by the end of this year it will have tackled 133 individual topics pertaining to the LMS, some of them more than once. It seems that there is little, if anything, left in the way of LMS orientated topics that have a modelling relevance for the Group to consider.

It was decided that for 2011 the Group will continue to meet on the first Wednesday of each even-numbered month for general discussion on LMS matters, perhaps look at a video or DVD relating to the LMS or to modelling, perhaps even run an LMS train.

The other agenda items of New Acquisitions and Current Projects will remain for each meeting..

The scheduled dates for these meetings in 2011 are 2 February, 6 April, 1 June [subject to possible change due to proximity to 2011 Model Railway Exhibition dates], 3 August, 5 October and 7 December.

British Railways Modellers Special Interest Group's topic for its October meeting was BR Grain Wagons and, as usual, a Facilitation Note had been prepared beforehand in order to catalyse discussion of the subject and the showing of relevant models by the Group.

The Note discussed how rail transportation of grains in Britain, whether imported from overseas or locally grown, from the 1920s onwards moved progressively away from being carried in sacks in open wagons but protected by wagons sheets [tarpaulins] or in covered vans to being moved in bulk in suitably designed dedicated vehicles.

The Note also examined how bulk handling of grains had started in the producing countries in the 1920s, to bulk movement of grains by sea and the development of large elevators [silos] for imported grains at a limited number of British ports, from which the inland distribution by rail moved from entirely in sacks to bulk for the larger customers. It also examined the post-WW2 development of bulk handling of grains on British farms through to small local railhead facilities.

The early history of bulk grain wagons by some of the pre-Grouping companies [L&SWR, LYR] was looked at as well as those bulk grain wagons built by the Big Four and all of which survived into BR days.

LNER – 25 wooden bodied 20-ton vans with roof hatches, side doors and internal sloping hopper floors. Initially built in 1929 with hinged sloping hopper ends to enable quick conversion to a flat-floored van, this concept was not really successful and 104 more were built without this feature

and without side doors between 1931 and 1937.

SR – 20 wooden bodied 12-ton 8-plank open wagons were converted in 1931 for grain traffic by fitting a wagon sheet rail and a double discharge internal hopper. having their side doors replaced by straight through planking and any gaps sealed with pitch. These were replacements [and close clones] of twenty 10-ton hopped open wagons with curved ends which had been built by the L&SWR in 1898 for traffic from Southampton Docks to the Huntley & Palmer biscuit factory at Reading and had been withdrawn in 1930.

GWR – 12 wooden bodied 20-ton vans were built for grain traffic in 1927. These had a short [9ft.] wheelbase for movement around tight curves in mill sidings, very sturdy double doors on each side [to take the thrust of the loaded bulk grain], small inspection windows in each end and a single hatch in the roof for top loading [but no catwalks!]. The sloping internal hopper ends could be swung through 135° to make a solid floor for the carriage of general merchandise as an alternative role. After a short life in grain traffic, they were converted to bulk cement traffic for the Aberthaw & Bristol Cement Co. but in 1939 they reverted to grain traffic but the convertible floor concept was abandoned.

The GWR went on to build twelve all-steel 20-ton closed hopper wagons for bulk grain traffic in 1935. These were on a 10ft. 6in wheelbase but only 19ft. 6in. over headstocks and had bodies two feet shorter than the LMS equivalents [see below]. The first six had six T section stanchions on each side and the last six had these stanchions extended over the roof as well.

LMS – Despite the mills and others involved with grain preferring wooden bodied vehicles for grain movement, the LMS did not sway to their wishes and only built steel-bodied 20-ton hopper wagons – 105 such unfitted vehicles were built between 1928 and 1940. These had a body 21ft. 6in. long on a 10ft. 6in. wheelbase and had a distinctive ‘tippy-tippy-toe’ appearance when compared to their GWR ‘cousins’. The first 95 built had a three-arc roof profile but the last ten had a semi-circular roof profile which became the design basis for the BR standard grain hopper wagons. In both cases, the six side stanchions were extended over the roof. They had two roof hatches but no roof-top catwalks, diagonally located roof access ladders at each end, a small inspection porthole at each end of the hopper, a hand-wheel on one side only to control discharge of the grain and a trap door on one side for access to the inside of the hopper for maintenance. An unusual feature was the fact that the brake blocks were on the headstock side of the wheels and were pulled onto the wheels rather than being pushed as was usual.

Privately owned – Scottish Grain Distillers had a small fleet of 20-ton steel hopper wagons which were built in 1937 to the LMS design above. These were used to move barley from East Anglia to Windygates.

There were also several fleets of small grain hopper wagons owned by Scottish companies Robert Hutchison & Co. Ltd. and LGW [Leith General Warehousing] for the movement of grain from the ports [especially Leith, the port for Edinburgh] to the local flour-mills. Being specialised wagons, they would have escaped being commandeered in 1939 and nationalised in 1948.

British Railways – BR copied the final LMS design with the rounded-roof profile but without the side stanchions extending over the hopper roof. 660 vehicles were built between 1949 and 1959 to two BR Diagrams that differed only slightly in riveted or welded hopper bodies, the presence or omission of the inspection portholes, length of wheelbase, vacuum braking for the last 150, roller or oil bearings and style of buffers. Their liveries varied according to the nature of the braking [unfitted or vacuum].

They were used for moving locally grown barley from East Anglia to Scotland for malting for the

whisky distilling industry, imported grains from Birkenhead and locally produced grains from country railheads to inland mills. Being mostly unfitted, they were not run in block train formation but were mixed up in ones and twos with other unfitted wagons in relatively slow moving goods trains.

Bass Charrington had a fleet of 24 bulk grain hoppers built in 1967 to the last BR Diagram for carrying barley malt from East Anglia to their breweries at Burton-on Trent. These had a red hopper body with the company name in white.

BR also modified fifty of the BR standard design 21-ton open hopper wagons to carry grain from Millwall Docks to Welwyn Garden City by fitting a fixed tarpaulin bar for carrying a wagon sheet [tarpaulin] even when empty and not carrying grain.

BRT 'Whisky' Wagons – In 1965 the Distillers Company which has previously owned some elderly peak-roofed vans for grain traffic hired a fleet of vacuum-braked modern bulk grain wagons from BRT [British Traffic and Electric Co. Ltd.], a leasing company that was separate to BR. A total of 299 such vehicles were built for BRT by Pressed Steel Co., Powell Duffryn and Doncaster Works between 1965 and 1971.

These BRT owned vehicles could carry 28 tons of grain, had a body length of 29ft. 1in. and a wheel base of 15ft.. The first 144 had their hopper sides strengthened by eight full-height L section stanchions but the last 155 had only five square section stanchions and much fatter L section steel end stanchions. They had roller bearings, Oleo hydraulic buffers and double link spring suspension, enabling them to run in block train formations at higher speeds than the BR, ex-LMS and ex-GWR bulk grain hopper wagons allowed. They were ideal for the seasonal barley movement from East Anglia to Scotland and to Burton-on-Trent and, although most domestically grown grains were by then being moved by road, rail remained more economical for the movement of bulk imports of grain arriving by sea to the various grain milling operations around the country and they could be found in these traffics.

Recognising employers' contemporary health and safety obligations they had two full length catwalks on either side of the four roof-top loading hatches, as well as a small chequer plate landing centrally located at each end to enable safe movement from one catwalk to the other as well as movement on and off the two diagonally placed access ladders.

Almost all were painted dark blue with a few in yellow [leased to Associated British Maltsters] and they carried brand names or other legends on side plates [some full body length and some shorter ones] that were not necessarily the same on each side.

Brand names carried included *Abbot's Choice*, *Crawford's Scotch Whisky*, *Dewar's – The Scotch to be Seen With*, *Haig*, *Jamie Stewart Scotch Whisky*, *Johnnie Walker*, *Grant's Standfast Scotch Whisky*, *King George IV Old Scotch Whisky*, *Vat 69* and *White Horse Whisky* [all in blue livery] and *The Maltsters Association of Great Britain* [in yellow livery].

Rail movement of grain was revamped in the late 1970s by a shipping company Traffic Services Limited [TSL] that had set up an operation marketed as Grainflow that provided an integrated service from wherever their ships were loaded all the way to the miller's door. BRT arranged for 35 of their whisky wagons to be refurbished and fitted with air braking and then leased to TSL. These were referred to as Minibulks and were painted green with *Grainflow* and a wheat sheaf in yellow on the hopper sides and a grey roof.

Examples were shown of the Hornby Dublo and Wrenn 4mm RTR models of the BR standard bulk grain steel hopper wagon, the Trix, Trix/Tri-ang, Hornby and Bachmann 4mm RTR models of the

BRT whisky wagons and Peco 2mm RTR models of the BRT whisky wagons were shown, as well as unmade and made-up Parkside 4mm kits of the LNER bulk grain wagon and an unmade Peco 4mm Wonderful Wagons kit of a LGW grain van. Their various minor discrepancies and faults were discussed

After the refreshment break, attention turned to **New Acquisitions**.

Ron Richards showed the goodies he had recently received from Bachmann as a member of their Collectors' Club. There was the quarterly journal that featured the [then] impending ROD [ex GCR] 2-8-0, a BR Class 03 diesel shunter in a new livery and yet another BR Class 47 diesel locomotive. He also showed the free wagon given to members – a 4mm/ft. scale seven-plank open wagon in the livery of R Y Pickering of Wishaw in Scotland. Pickering & Co. were wagon builders and this wagon would have been one of those available for short term hiring to collieries and others to cover short to medium term shortages of their own wagons.

Nic Pusenjak brought along an Oxford Diecast 4mm/ft. model of an Austin K8 three-door van [many of which ran in W.A.] and an Oxford Diecast 4mm/ft. model of an ACC Merryweather Fire Escape Truck in London Fire Brigade livery.

Alan Porter showed [again] the two Bachmann BR Mk.1 Travelling Post Office Sorting Vans that had been commissioned by Modelzone. Obviously he had forgotten that he had shown these a month earlier and they had been reported upon extensively in the last issue of *The Branchline!* Notwithstanding this, the others present seemed to enjoy their déjà vu for after being passed around for inspection, the vans came back to their owner covered with traces of drool!

In the Current Projects segment, **Graham Horton** brought along a cracker of a finished project. It was a diesel locomotive servicing depot based on the Bachmann 44-017 Modern Servicing Depot, which Graham had cleverly enhanced with maintenance walkways by Whitewing, a Bachmann 44-040 Diesel Fuelling Point and below ground inspection pits by Peco [also available from Bachmann 44-084]. Graham had installed nice [not too bright but not dull either] lighting supplied by Railroad Electronics. Great work!

After several months of discussion and fine-tuning the programme of topics for meetings to be held in 2011 was agreed.

26 January	BR Class 40 Diesel Electric Locomotives
23 February	BR Covered Vans [not] the specialised meat or fish vans]
30 March	Bring, Run and Tell about a BR train
27 April	BR Road Vehicles
25 May	BR Park Royal Class 103 and Cravens Class 105, 106 and 129 DMUs
29 June	BR Well Wagons, Trestle Wagons and Machinery Wagons
27 July	Liveries in the BR Steam Era, 1948 to 1968
31 August	Pioneer BR Main Line Diesel and Gas Turbine Locomotives
22 September	Bring, Run and Tell about a BR train
26 October	BR Nuclear Flask Wagons
30 November	Liveries in BR Diesel Days, 1948-55, 1955-65 and 1965-95
21 December	End of Year Quiz/Entertainment

Contact persons for Special Interest Groups are:

British Railways
Digital Command Control
Great Western Railway Modellers

Gordon Bramwell 0432 871 197
 Richard Johnson 9437 2470
 Roger Solly 9444 7812

Large Scale	Jim Gregg	9298 9442
LNER	Steve Rayner	9379 1147
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

From the Scribe's Quill

Meeting No 339 – October 2009.

The major items of business dealt with at this meeting were –

- Arrangements for ModelRail 2010 were discussed, including the decision not to hold a modelling competition with ModelRail this year, advertising already conducted and that planned prior to ModelRail and the furniture hire necessary to hold the event.
- Tidiness of the office and storeroom were discussed – a matter that will be more fully addressed after construction of the extension is finalised. Part of the tidiness problem is the ongoing practice of kind souls 'donating' useful items to our Branch. Although donations are welcome, potential donors are requested to consider whether the items on offer are better off in the rubbish bin rather than in our Clubrooms.

Meeting No 340 – November 2010.

The major items of business dealt with at this meeting were –

- The Exhibition Manager reported on progress with the arrangements for the 2011 Exhibition. Over forty Expressions of Interest have already been received. The Exhibition Committee has done some preliminary work, including deciding to support the Ronald McDonald House charity in 2011 and to keep entrance fees the same.
- ModelRail 2010 was very successful with a good crowd passing through our Clubrooms. Voluntary gate takings were \$588 with expenses of \$810 incurred on the day. Approximately \$150 of those expenses were returned to Branch stocks [as drinks], so effectively our Branch spent \$72 to advertise our activities to the public.
- New anti-virus software has been installed on the Clubroom computers, but to be fully effective it must be updated on a regular basis. If you are prompted to install updates when using our computers please do so.
- People using Branch layouts are requested to report any operating problems to the Layout Supervisor or Duty Officer when they occur.
- The Committee re-affirmed the policy that visitors to our Clubrooms can make three visits to General and SIG activities and are then required to join AMRA to participate in further activities.

The Management Committee normally meets on the second last Thursday of each calendar month

Membership Matters

We extend a very warm welcome to the following new members –

Jacqueline Mitchell	Ballajura	N
Russell Mitchell	Ballajura	N
Richard Greaves	Merredin	HO
Tyson Mclean	Dalkeith	OO
William Mclean	Dalkeith	OO
Jacqueline Mesure	Dalkeith	OO
Brenda Reilly	West Leederville	Sn3½

We look forward to seeing you at our Clubrooms. On your first visit please make yourselves known to our Duty Officer who will arrange to show you round our facilities and introduce you to some of your fellow members.

John Maker
Branch Membership Coordinator

Travelling Post Office Vehicles

The article in the last issue of *The Branchline* discussing the new Bachmann travelling post office vehicle mentioned the previously manufactured 4mm scale/16.5mm gauge versions of these vehicles.

There was another commercially made model of BR TPO vehicle – W80300. Playcraft/Joueff produced both a static model and a working model of the vehicle in HO scale.

The only example I've seen of the working model was missing most of the working parts.

The static model is complete with relief moulded side lights, mail bag catching net and traductors to drop off mail bags.

My model is as delivered except for RP25 wheels, knuckle couplers, repainted roof, painted high lighting of the mail bag catching net and traductors and light weathering.

The photos show W80300 on the Mudgee Mail passing through Rod's Reach on my Wombat Gully layout.

Rod Tonkin



ModelRail Photographs

For those who couldn't make ModelRail these photographs will give you some idea of the superb event that you missed this year and perhaps give you an incentive to make a note in your diary for Sunday 6 November 2011.



Frank Godde demonstrating his methods of scratch building various structures.

Frank's models have to be seen, they are superb.

John Maker straining his eye sight attempting to put rail joiners on N scale track without a magnifier – not for the faint hearted!!



A selection of large scale models displayed by members of our Large Scale Special Interest Group



Underground mining buildings, the winding equipment actually works.

Detail from the mine diorama above.



A close-up of one of the large scale models in the picture on previous page.



Niels Kroyer and Peter Sapte showing off their modelling skills

The Goldfields Woodline layout with Arthur Giles and Dave Edgell explaining the layout.

The layout has an audio commentary, by Rob Kay, explaining the area illustrated.



Two of our visitors, the Milo boys, having fun on one of our U-drive layouts.

Christmas Quiz – ‘Around The World’

This Quiz this year is nothing to do with trains or boats or planes, all you have to do is fill in the missing letters all of which are consonants. They are all well known tourist attractions from ‘Around the World’. A couple of examples to start you off.

_ _ E _ _ _ _ I _ IE _ A = FRENCH RIVIERA

and

_ I _ _ O _ IA _ A _ _ _ = VICTORIA FALLS

- 1 _ _ A _ UE O _ _ I _ E _ _ _
- 2 _ _ _ A _ I _ _
- 3 _ A _ _ A _ A
- 4 _ EA _ I _ _ _ O _ E _ O _ _ I _ A
- 5 _ A _ _ E _ OU _ _ AI _
- 6 _ I _ _ _ E _ _ E _ _ AI _
- 7 _ E _ _ A _ O _ _ A _ _ A _ _ IO _ _
- 8 _ _ . _ _ E _ E _ ‘ _ _ _ A _ I _ I _ A
- 9 _ A _ _ _ E _ _ _ O _ E _
- 10 _ A _ E _ _ I _ I _ A _ A
- 11 _ _ EA _ _ _ A _ _ IE _ _ _ EE _
- 12 _ U _ _ _ _ U _ _ _ _ IE _ _ _
- 13 _ A _ _ E _ _ O _ _
- 14 _ OU _ _ _ _ E _ U _ IU _
- 15 _ OU _ _ _ E _ E _ E _ _
- 16 _ E _ _ E _ _ A _ _ _ UA _ E
- 17 _ A _ _ U _ _ I _ _ _ U
- 18 _ _ _ _ E _ _ _ A _ _ OU _ _ _ I _ _ E
- 19 _ _ O _ I _ A _ _ E _ _
- 20 _ O _ A _ A _ A _ A _ _ EA _ _
- 21 _ _ A _ _ _ E _ _ _ A _ _ E _ _ A _
- 22 A _ _ A _ _ A _ _
- 23 _ O _ _ E _ IA _ _ _ IO _ _ _
- 24 _ A _ _ _ E _ A _ _
- 25 _ A _ A _ E O _ _ _ E _ _ AI _ _ E _
- 26 EI _ _ E _ _ _ O _ E _

27 _ O _ _ _ _ OO _
 28 _ A _ _ A _ _ A _
 29 _ _ A _ _ E _ _ U _ _ _ A _ E
 30 _ E _ _ O _ _ _ O _ E _ _ A _ IO _ A _ _ A _ _
 31 A _ E _ _ _ O _ _ _ (U _ U _ U)
 32 _ O _ _ E _ _ _ A _ E _ _ _ I _ _ E
 33 _ U _ A _ _ _ OA _ _ _ OU _ _ AI _
 34 I _ _ E _ O _ _ _ A _ _ I
 35 _ _ A _ _ _ A _ _ O _
 36 _ IA _ A _ A _ _ A _ _ _
 37 _ _ _ _ E _ _ O _ E _ A _ _ OU _ E
 38 _ _ EA _ _ _ A _ _ _ O _ _ _ I _ A
 39 _ E _ _ _ UA _ E
 40 _ _ I _ _ E _ O _ _ I _ _ _
 41 _ E _ _ _ I _ _ _ E _ _ A _ _ E _
 42 _ A _ A _ A _ _ A _ A _
 43 _ O _ E _ _ IA
 44 _ OU _ E _ _ O _ _ A _ _ IA _ E _ _
 45 _ O _ _ O _ _ U _ _ E _ _ OU _ _
 46 _ _ E _ _ I _ _ A _ _ _ E
 47 _ _ E _ _ O _ _ E _ _ A _ _ _ E _ IE _ _
 48 _ U _ _ I _ _ _ A _ _ _ A _ A _ E
 49 _ UI _ _ _ O _ _ _ O _ _ E I I
 50 _ A _ _ I _ O _ I

Name Memb. No.

Phone. Number

Send your entries to – The Christmas Quiz, AMRA [WA] Inc., PO Box 60, MAYLANDS 6931 WA or place them in the Quiz Box in our Clubrooms. All entries must be received by Saturday 15 January 2011. The Judge's decision is final. Management Committee Members plus the Editor and Proof-reader of *The Branchline* are disqualified from entering the Quiz.

As usual, there are two prizes to be won, vouchers donated by Stanbridge's Hobbies and Maylands Model Railways.

It just remains for me to wish all members and their families a very Merry Christmas and a Happy and Prosperous New Year from yours truly.

'The Hon. Rev'.

The English Language

Idiosyncrasies of the English Language

Ron Fryer found the following in a Church magazine when he was in the UK recently and thought that you may like to have a bit of a laugh and giggle over our language. First a little bit of 'poetry' [?]

We'll begin with a box, and the plural is boxes; but the plural of ox became oxen not oxes.
One fowl is a goose, but two are called geese, yet the plural of moose should never be meese.
You may find a lone mouse or a nest full of mice; yet the plural of house is houses, not hices.

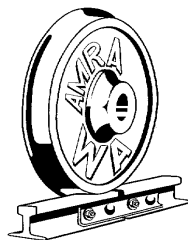
If the plural of man is always called men, why shouldn't the plural of pan be called pen?
If I spoke of my foot and show you my feet, and I give you a boot, would a pair be called beet?
If one is a tooth and a whole set is called teeth, why shouldn't the plural of booth be called beeth?
We speak of a brother and also of brethren, but though we say mother, we never say methren.
Then the masculine pronouns are he, his and him, but imagine the feminine, she shis and shim.

Now examples of words that are spelt the same yet have differing meanings and pronunciations.

The bandage was wound around the wound.
The farm used to produce produce.
The dump was so full it had to refuse more refuse.
We must polish the Polish furniture.
He could lead if he could get the lead out.
The soldier decided to desert his dessert in the desert.
Since there was no time like the present, he thought it was time to present the present.
A bass was painted on the head of the bass drum.
When shot at, the dove dove into the bushes.
I did not object to the object.
The insurance was invalid for the invalid.
There was a row with the oarsman on how to row.
They were too close to the door to close it.
The buck does funny things when the does are present.
A seamstress and a sewer fell down into a sewer.
To help with planting a farmer taught his sow to sow.
The wind was too strong to wind the sail.
After a number of injections my jaw got number.
Upon seeing the tear in the painting, I shed a tear.
I had to subject the subject to a series of tests.
How can I intimate this to my most intimate friend?

With this sort of ammunition Mr. Pilmoor can now confirm that POMS are a crazy, mixed up race. I can hear him now!!!

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 197 February 2010 Vol 33 No.1

Frans Fatidic

The start of another year and hopefully a successful one for our Branch.

A lot of work is going on in our Clubrooms and it is good to see so many people involved in these projects.

It is also good to have so many new families coming in and enjoying our Clubroom facilities and appreciating and being ever mindful of our layouts.

It is with regret that we have learned of the passing of two of our members recently, Valedictories are in this issue for Mick Horn and Graham Perry. Our Branch was represented at the funeral services. Our condolences have been sent to both families.

Mad March Sale – On Saturday 27 March, our Branch will have another Mad March Sale. We will invite individuals and other clubs to bring along their unwanted stock to sell. Tables will cost \$10 to hire and bargaining will be up to the individual. To book a table [one table per person or share]. Please ring phone 9377 3456 on Tuesdays or Saturdays and talk to Ron Fryer or myself.

Our Branch will have plenty of stock to sell so come along and pick up a bargain. The selling will start at 1430 and go till 1630

Donations. Our Management Committee wishes to thank both Robert Bell and Mrs P Scudd for their grateful donations to our Branch. Robert donated from his collection and Mrs Scudd donated her late husbands collection. These donations are accepted with thanks.

Exhibition Report

The Exhibition is coming along well and the initial paperwork is being returned. If anyone has missed out please contact me.

It looks like this year's Exhibition is going to be big and we may have to use the Webster Pavilion as well as there will be some large layouts.

We have attracted another retailer, Train World from Melbourne. It is good to see our Exhibition

**Australian Model Railway
Association Western Australian**

Branch [Inc.]

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Secretary

Ralph Cope – 9361 6732
Mobile – 0400 714 692
email – rcopey@iprimus.com.au

Treasurer

Ron Fryer – 9401 3514
email – not available

Committee

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Niels Kroyer – 9315 9635
email njtskroyer@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Steve Rayner – 9379 1147
email – SteveRay@westnet.com.au

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

getting recognition from our Eastern States colleagues.

There will be meetings with Exhibitors to explain various points but no date has been set as yet.

Ted Thoday and John Maker are organising the advertising for the Exhibition Guide. Ted has contacted many potential advertisers – if you have not been contacted and wish to advertise please email Ted.

The normal volunteer forms will be sent out in the next issue of *The Branchline*. If you can help please fill out the form when you receive them and return as soon as possible.

Frans Ponjee
Branch President

David Peacock and The Leeds Stedman Trust

Peter Sapte will be back in Perth in mid-March and has invited a friend of his, David Peacock, to stay with him for a few days. As David is very much involved with the hobby, particularly the historical aspect [predominately Vintage 0 Gauge], Peter has suggested that David makes a visit to our Clubrooms on Tuesday 23 March from about 1030 to meet as many members as possible.

Many members will have already seen the video of his favourite subject, which Peter has already shown to a number of you. To those who have not already seen it, he will be bringing a copy of it with him.

As this is intended to be an informal visit, David will be happy to answer questions and talk about any related matters regarding his approach to the Hobby and it will be very interesting to see how the visit develops.

As David has made a big [and pleasant] effort to visit us, it would be nice to see as many of you there as possible. David has already given a talk to member of The Australian Hornby Railways Collectors Association.

The Leeds Model Company, founded by Rex Stedman in 1912, was, after Hornby and Bassett-Lowke, the third largest model railway manufacturer in the UK in the years between World Wars 1 and 2.

The company produced a wide range of locomotives from

basic models to super-detail special order items. Most popular and enduring among these are the standard tank locomotives, seven quite distinct models, economically engineered to come from a single set of tooling and dies. Rolling stock was, until the introduction of moulded Bakelite coaches, wagons and vans in the late 1930s, predominantly paper lithos on wooden bodies. The company ceased trading in 1966.

The Leeds Stedman Trust was established by David Peacock in 1983 to keep the archives of the LMC and to promote interest in and appreciation of the products of the Leeds Model Co. A near complete collection of the Company's 0 gauge models is maintained in running order. The Trust also maintains a large inventory of both original used and unused LMC parts for locomotives, coaches, wagons, signals and track and provides technical advice and support to those working on maintenance, repair and restoration of LMC models.

A complete model railway delivered by the LMC to Australia in 1929 is currently under restoration.

A book on the history of the Company is in preparation timed for publication to coincide with the centenary of the Leeds Model Company in 2012.

Frans Ponjee
Branch President

30-Year Membership Awards

The Federal Committee of Management have awarded 30-year membership Awards to the following Western Australian Branch members –

Richard Stallard [Member No. 3070]
Gavin Stallard [Member No. 3069]
Robert [Bob] Frayne [Member No. 3013]
Peter Bakker [Member No. 3061]
Robert [Bob] Hands [Member No. 3023]
Graham Horton [Member No. 3006]



On behalf of the Federal Committee the Certificates and Badges were presented to these members by Ron Fryer on behalf of our Management Committee. We would like to pass on our congratulations on behalf of the Association to the recipients. Bob Frayne and Peter Bakker were not able to attend the presentation, their Certificates and Badges were later hand delivered to them personally.

Vale – Graham Lindsay Perry

14-2-1953 to 9-12-2009

Graham was born seven weeks premature in Midland Hospital [managed by Matron Niven and later to become St. Andrew's Medical Group]. He began life with a struggle and ended life in the same manner.

Graham attended Armadale Primary School and his first year of high school was at Armadale High. In 1967 the family moved to Morley and Graham completed second and third years at the newly opened Hampton Senior High School.

Graham started an apprenticeship as a Boilermaker/Welder with the WAGR at the Midland

Workshops in 1969. On completion of his apprenticeship he left the workshops and worked in the north west for a time then returned again to the Midland Workshops as a coded welder.

Graham married in 1973 and has a son and daughter from this marriage, he was divorced in 1980. He has nine grandsons and one granddaughter.

Graham started driving trucks around 1978/9 eventually working for Bell Bros, which later became Boral Transport, and was employed with Bell Bros/Boral for twenty plus years.

Graham's passion for trains started with his apprenticeship years and continued throughout his adult life.

Graham passed away at Kalamunda Hospice after a very short stay, being admitted on Sunday 6 December, passing away the following Wednesday.

Graham will be missed but not forgotten by Tom, Dave and Arthur, his crew members on the *Haltwhistle* layout where he loved to sit and watch his trains go smoothly by.

Tom Stokes

Vale – Michael David Horn

September 1933–December 2009

Mick, as he was affectionately known, was a member of AMRA and its WA Branch from July 1987 until his death on 1 December 2009.

Like a lot of members he became more involved in our Branch after his retirement in 1995 and for the last four years or so has been my Assistant in our Branch Library. In that role he played a major role in making our Library more secure and ensuring that systems were in place to protect our extensive collection of books, magazines and videos/DVDs. Mick was always ready to play a role at our Annual Exhibition and spent many hours sorting and parcelling up the magazines that are put up for sale.

As recognition for his efforts he was awarded the Ted Thoday Encouragement Award for Clubman of the Year in 2007.



In a former life Mick was a Navy man having completed a boy's training course in 1949 in Portsmouth, UK. He saw active duty in the Korean war and visited many places during his Royal Navy years.

He married the love of his life, Betty in 1958 and decided shortly after to leave the Navy and obtained a job with British Rail. Betty and Mick were blessed with their only child Yvonne, who came into the world in June 1959.

Mick obviously still had the travel bug and he eventually persuaded Betty to migrate to Australia and they duly arrived in Fremantle in the heat of summer in 1965. Mick was employed by the railways in Perth and subsequently with the Fire Department.

Working with Mick was always a pleasure as he had a great sense of humour, was always cheerful

and was a great source of general knowledge. His main interests were reading and looking after his beloved Betty.

During Mick's long illness his main aim was to keep fit and well for Betty's sake but obviously that was not to be.

He was extremely proud of his daughter, who obtained her nursing degree in Perth, and now has a demanding job in London and Europe.

Mick has donated a considerable number of his books, DVDs and VCRs to our Branch and will be remembered fondly.

Chris Paterson

From the Editorial Desk

The Branchline – April issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday 27 March** please. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 26 March
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 27 March
- For items transmitted electronically via e-mail – 1800 Saturday 27 March email address is mandtt@three.com.au – please use subject heading The Branchline.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on **Saturday 10 April** – includes pre-exhibition material

Please note the intended dates for *The Branchline* publication for the remainder of 2010:

	Editorial deadline	Assembly, etc.
June	Saturday 29 May – for routine material Sat 12 June – for exhibition reports	Saturday 26 June – will include exhibition reports and AGM material
August	Saturday 31 July	Saturday 14 August
October	Saturday 25 September	Saturday 9 October – will include Minutes of 2009 AGM
December	Saturday 20 November	Saturday 4 December

Ted Thoday

Literary Lines

Very grateful thanks to the following for their donations of books, magazines, video tapes and DVDs

Robert Bell, Ernest Holland, Tom Stokes, Bob Phelps, Frans Ponjee, Peter Cox, Roger Powell, Alan Porter, John White, T. Emmerson.

Library – on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Books for Sale

The recent audit of our Library book stock has found around forty books which are surplus to the Library requirements. These books are offered for sale through our Paddington Market facility.

Listed below is a selection of the books available just prior to deadline date –

Encyclopaedia of Railways
The World of Model Trains
The British Book of Railways
The Last Steam Locomotives of British Railways
The Wonderful World of Steam Locomotives
The Guinness Book of Rail Facts and Feats
LMSR Locomotives
The Great Trains
Everyone's Book of Trains
Pictorial History of Trains
Great Railway Journeys of the World
The Great Steam Trek
The Great Book of Trains
Steam Railways of the World
The Illustrated Encyclopaedia of Railway Locomotives
Great Trains of North America
More Great Railway Journeys
Trains in Colour
Railway Chronicles
Great Railway Journeys of Australia
British Steam Railways
Veterans in Steam
Steam Railways
Railways of Cardiff
Romantic Railways
The World Encyclopaedia of Locomotives
A Day in the Life of British Rail
Was Your Grand Father a Railwayman
Recent Locomotives
Trains – a Piccolo Fact Book
Southern Aurora
Railways – A History of Australia's Trains
Sunshine Route Jubilee
British Steam Postcards
Trains in Colour.

Tracks by the Swan

This is the title of a book expected to be published in March by the Perth Electric Tramway Society Inc. which is said to be the definitive history of the electric tram and trolley bus era of Perth.

It is a hard-bound book containing 304 pages in landscape A4 format profusely illustrated with black and white and colour photographs, system maps, etc. etc.

Standard edition \$88.00, limited number edition in embossed case with certificate \$115.00.

For orders received by 28 February, standard edition only \$75.00. All prices plus postage and packaging.

For more information or to place an order contact Perth Electric Tramway Society Inc. PO Box 257 MOUNT LAWLEY WA 6929 or via email at <pets1@iinet.net.au>

Copies of the PETS information sheet are available in our Clubrooms.

Wanted – An N Gauge Layout

Paul Longhurst is about to become a member of our Association and its WA Branch and wants to purchase an N gauge layout to get him started in our hobby.

If any member has a suitable layout they wish to part with please contact Paul on 0409 527 003.

Around the Layouts

Ebford Regis. This layout continues in operation with occasional track/wiring problems They stop us becoming bored!!! . . . And from time to time we see visiting locomotives and rolling stock which pleases us greatly. Whilst the layout is built to Gauge O Guild fine scale standards [29mm back-to-back] we have found that vehicles to NMRA and European standards can go round although somewhat unsteadily near turnouts but by all means come along and try your rolling stock out.

Port Eb. Although this is effectively a branch of *Ebford Regis* it is most often run independently and John and Roger have recently, with help from others, installed Sprat and Winkle automatic couplings on the wagons and coaches which are normally used on this layout. John and Des can now enjoy hands-off stunting, which is very impressive to onlookers—mind you we do have to keep an eye on alignments of rail and couplings otherwise we revert to hands-on operation which is not what we expect.

Dennis Ling
Layout Supervisor

Haltwhistle. The layout has been very busy with the new members to the club giving it a good workout. The point motor which was giving us a bit of a problem has been replaced and is now okay.

Tom Stokes
Layout Supervisor

Dowerin goes Railway.

As you might know live steam will be coming to Dowerin in the near future with rolling stock stored at Minnivale. Now model railways will also be part of the Dowerin scene!!

I have been given the use of the lower part of the Exhibition Hall at the Recreation Centre at Dowerin to store and display my railways on the proviso that something is up and running by the Dowerin Field Days in August. It will be!!!

There has been interest shown by members of the Community who wish to be involved so perhaps

we will be able to form a small group in the near future. There will be space if anyone wants to come and have a couple of days with their layout in Dowerin but accommodation will be at a premium. Contact me on 9631 1608 or Email bjserendipity@bigpond.com

Barry Keens.

Peter Denny [1916–2009]

Peter Denny died soon after Christmas, having been unwell for some weeks in hospital. His wife, Sylvia, had died two years ago and after 58 years of marriage his final years were a little lonely, although he had been looked after by carers on a daily basis in his last months.

Younger and newer members of the Branch will, no doubt, saying “Who was this Peter Denny guy?”. Older members, both in age and in years of involvement in the railway modelling hobby, will most probably remember him as having been inspired by his numerous writings about the EM gauge *Buckingham Branch Lines* of the Great Central Railway set in 1907. He started to build his model of the imaginary Buckingham [Central] terminus station in 1945 when he lived as a bachelor in a 14ft. by 15ft. one-room London flat and the railway, when erected, occupied most of the room and straddled his bed twice! OK for a bachelor perhaps but when he married Sylvia in 1949, the room had then to accommodate a double bed and the railway, when erected, had its storage sidings over the bed. As he once wrote, “At first sight this might be thought to be a happy arrangement but it was not really so, especially when Sylvia wanted to go to bed!” What an understanding wife! Theirs was truly a marriage made in Heaven.

In 1952 Peter was appointed curate at Harrowbarrow in the Parish of Calstock and although he and Sylvia now had a house in which to live, their first son, Stephen, had arrived by then and there was even less space for Buckingham [Central], so it was adapted to fit into the living room! In 1956 he was appointed vicar at Newlyn East and the ‘living’ there included a Georgian house with twenty-three rooms. Now there was plenty of space for Peter, Sylvia and their three sons [Martin and Crispin having arrived in the meantime]. A 12ft. x 14ft. room with adjacent 8ft. x 6ft. boxroom was available for *Buckingham [Central]* and the new additions which came along quickly – a rather grand junction *Grandborough Junction*, a country branch line terminus *Leighton Buzzard [Linslade]*, revolving storage sidings and an electro-mechanical computer [also known as ‘Automatic Crispin’] that worked a bit like a pianola roll and was designed to replace his youngest son as an operator on the railway when not at home!

Finally, Peter retired from active Church of England duties and in 1982 he and Sylvia moved into a smaller Church Commissioners’ house in Truro. Here a special railway room 17ft. x 14ft. designed by Crispin was built, financed by an inheritance of several thousand pounds that Sylvia had just inherited – what more could he want from such a loving wife! With the possibility of a move in mind the railway had been built in sections between 4ft and 6ft in length and 2ft. wide so it was quite easy to shift it the eight or so miles to Truro in two journeys in son Martin’s van.

After settling in, Sylvia started operating a B&B and I know there are a couple of AMRA members who had stayed there, took the optional dinner and after a port or two Peter Denny had offered them the opportunity to help him operate his railway. How lucky they were – Paul Kehoe was one and wasn’t I half-envious!

Although I never saw Peter Denny’s *Buckingham Branch Lines* in the flesh, so to speak, it was always in the magazines of the era, *Model Railway News*, *Model Railway Constructor* and *Railway Modeller* – over one hundred articles in all, including all the articles in a *Peter Denny Special* May 1966 issue of *Railway Modeller*. Every article was inspirational to me and to others – there was literally nothing at which he didn’t have a go.

More recently in the 1900s, Paul Karau of Wild Swan Publications encouraged Peter Denny to write it all up in two books still available from the WSP stable. They're well worth acquiring [they are about £10 each].

What was it that made Peter Denny's EM gauge *Buckingham Branch Lines* so notable? I think it was its completeness, its overall very good standard [perhaps marginally short of excellent] and its many mutations over the years. These are some Peter Denny quotes that summarise his modelling –

- “When I first started in those early days just after World War Two there was no alternative other than to build everything from scratch, particularly as I wanted to create an Edwardian railway scene. I was therefore so addicted to scratch-building that when I have built the occasional wagon kit it has never given me the same amount of pleasure as when it has been all my own work.”
- “Whilst I admire those who work to perfection, my approach has always been to create a general impression of what I thought the Great Central Railway might have looked like in 1907.”
- “If you cannot see some detail on a model from two feet away, don't bother with it!”
- “It has been my fortune to find that I am a jack-of-all-trades and really master of none, so that I derive equal pleasure from whatever side of railway modelling I am pursuing.”
- “Why did I choose the GCR in 1907? I soon found out that the majority of members of The Model Railway Club [then meeting in the Ambulance Room underneath Waterloo Station] were keen Great Western Railway enthusiasts who knew all the finer details of Great Western design and were critical, in a friendly way, of each other's efforts: this helped persuade me not to model the Great Western!”

Peter Denny has joined some others in modelling Heaven who similarly inspired me with their writings when I was young – John Ahern, Edward Beal (another clergyman), Frank Dyer [I did see his *Borchester Market* layout recently on a visit to UK], Roye England [of Pendon fame – I did have the pleasure of meeting him] and Guy Williams [perfection scratch-building loco builder for Pendon].

Long may he be remembered for what he did for the hobby – inspiring those younger than him. Hopefully, there are top-shelf modellers out there now who are inspirational to those younger one following. Fortunately, I think there are.

What is to happen to *The Buckingham Branch Lines*? It's located in a house owned by the Church Commissioners who are willing to sell the house with the railway in situ, so if you're interested put in a bid! However it is to be hoped that some good folk will offer to remove it [it is sectional, so that helps] and to preserve it for all to see in the same way as Frank Dyer's *Borchester Market* can now be seen.

Alan Porter

Research

Recently Alan Porter was asked by a member of BRMA if he had any information on Brierley Hill

Station, which was on the former GWR line between Oxford, Worcester and Wolverhampton.

On a recent Saturday afternoon Alan raised the question in our Clubrooms and there was a short brain storming session for possible information sources.

Suggestions included Google, Wikipedia, the R.A. Cooke track diagram books, etc.

Within a couple of hours Alan had found a brief description and photograph of the station, which no longer exists and according to the text it's former location is difficult to see/find currently.

There were several other suggested sources of information/photographs and these have all been passed on to the original enquirer.

Just another of the benefits of belonging to our Association and its Western Australian Branch.

Around the SIGs

British Railways Special Interest Group. The subject for the November meeting was Signal Box interiors. Like many other items of the railway's infrastructure such as goods sheds, bridges, station buildings, loco sheds, etc. inherited by British Railways in 1948 from the Big Four, signal boxes were, in the main, in fairly good nick and there was no immediate need for their wholesale replacement. BR changed the lever frames in some older signal boxes for more modern frames and there were a few, [very few] new, mechanically operated, signal boxes built by BR. It was not until the concept of power assisted signalling took firm root, followed soon after by the concentration of signalling into a smaller number of power boxes using modern solid state electronics that BR built a significant number of new signalling facilities.

Therefore our look at signal box interiors will be largely a look at the interiors of the signal boxes that BR inherited from the LMSR, LNER, GWR and SR in 1948.

The facilitation notes of the meeting are too detailed to provide in an abbreviated form and I could not do justice to them, so I will just basically list the contents and suggest that you apply for a complete, detailed set of notes from either Ron Fryer or Alan Porter.

The notes dealt with Mechanical Signal Boxes first and the following items were discussed in detail

- The Lever Frame
- The Signal Levers
- Level Crossing Gates
- The Block and Other Instruments on the Instrument Shelf
- Single Line Working Equipment
- Creature Comforts and Other Features

The next section of the notes is given over to those signal boxes that were Power Assisted in their operations. There then follows two smaller sections as follows –

- Powered Signal Boxes
- Radio Electronic Token Block Signalling

The notes finish off as usual with a list of models available and also the references used by the author of the notes, **plus** as a bonus, several pages of very informative photographs of signal box

interiors.

After our usual break we continued with –

New Acquisitions –

Doug Firth – showed two GWR 20T Brake vans, one Hornby and one Mainline. The Hornby one we all agreed was gross!

Steve Rayner – showed a Bachmann G/Farish N scale Class 04 Diesel shunter in BR Green pulling a Bachmann(GF) 30T Bogie Bolster wagon in BR Grey followed by three Bachmann[GF] 16T slope-sided mineral wagon with riveted side door in Ministry of War Transport Brown.

Geoff Mercer – showed four Oxford Diecast Commercials in OO as follows –

- BR Bedford TK Personnel Carrier in Yellow
- BR “ TK Engineer’s Unit in Yellow
- BR “ TK Emergency Bridging Unit in Yellow
- LNER Mechanical Horse c/w Van Trailer in LNER Blue

Geoff also showed Heljan’s Hawker Siddeley *Kestral* HS 4000 and a pair of Vi-Trains Class 47 Colas Rail Diesel locomotives, No. 47749 *Demelza* and No. 47727 *Rebecca*.

Ron Richards – brought along a OO model from EFE of a Leyland PD2 Lowbridge Western Welsh Bus. He also showed a 2010 calendar from the NRM of Vintage Railway Posters. His last item was four packs of GWR 6-wheel American bogies in brass and whitmetal [1pair of bogies per pack] that he had purchased from some guy at a railway orientated swap meet.

Doing Things –

Peter Sapte – showed us the two Maunsell Coaches that he has made by converting two ordinary coaches for one of his friends back in the UK. He has finished them as far as he can here in Australia and will complete them back in the UK. They really are superb!

Nick Pusenjak – informed us that he is wiring his layout – when he finally gets the wire!

British Railways Modellers Special Interest Group’s December meeting was, as usual, the Annual Quiz Night followed by Christmas Cheer but before that let us look at –

New Acquisitions –

Ron Richards – showed two books –

- Railways in Profile Series No. 17 – GWR Wagons before 1948. Volume 2 by R. Tourret [Cheona Publications], and
- Private Owner Wagons – An Eighth Collection by Keith Turton [Lightmoor Press]

Geoff Mercer – showed the latest Bachmann OO gauge locomotive Class 66 Diesel No. 66152 *DB Schenker*.

Alan Porter – showed his latest Bachmann Standard Class 3MT 2–6–2T 82005 BR lined green with late crest

Doing Things –

Steve Rayner – showed his efforts in building N Scale Society kits of shock wagons.

Alan Porter – showed just how far he has progressed in the saga of the Water Mill. Since the GWR meeting last week he has done a significant amount. We are impressed!

As with the GWR Quiz the most prominent thing about it was the lack of knowledge that abounds in the Group's membership. I have come to the conclusion that we are only there for the nosh and bubbly and why not ! Season's greetings to everyone. Roll on 2010.

Great Western Railway Modellers Special Interest Group. No topic for the December meeting but before we started the Quiz and Christmas celebrations we had a look at –

New Acquisitions –

Steve Rayner – showed us a very nice N scale train comprising all Graham Farish by Bachmann rolling stock – hauled by Class 04 0–6–0DM Drewry Shunter D2264 in BR Green were nine Conflat A wagons –

- 1 x BR B709708 13T with 1 x BD Crimson container
- 2 x BR B704954 11T each with 2 x AF White containers
- 2 x BR B709437 11T each with 1 x AF Blue container
- 1 x BR B704503 12T with 2 x AF *Birds Eye* containers
- 1 x BR B505569 13T with 1 x BD *Speedfreight* container
- 1 x GWR 39354 12T with 2 x AF GWR containers

A really nice looking freight train and, even though it was N scale, the printing on both the wagons and the containers was perfectly legible. Steve's last item was a OO Oxford Diecast model of a Sunbeam Rapier Mk. III in Pearl Grey/ Pippin Red. Very nice.

Ron Fryer – showed an N scale Oxford Diecast model of a Bedford OB Coach with Duple body *GEORGE EWER*. The detail on these models is excellent considering the extremely low cost of them. He then showed confirmation of his order from the NRM for the RM/Bachmann OO model of *City of Truro* which was released on 4 December at the GWR, Toddington. The platinum version [wooden box, velvet inlay etc. etc.] is £197 and the standard version is £145, both plus postage. Due for release in ten days and sent to UK addresses for £5 postage and overseas for £50+ postage. Ron had his sent to his cousin in the UK and will have it sent out after Xmas sometime.

John Brenchley – showed a nickel silver etch of a LNWR 10T Covered Goods Van from the 2mm Scale Association. The etching is beautifully detailed and cleanly done.

Ron Richards – showed us a book *Diesels in Wessex* by Tony Molyneux and Kevin Robertson [Ian Allan]. He also showed us an assortment of etches from Dave Cleal [Mainly Trains] part of Dave Cleal's big consolidation clearout.

Doing Things –

John Brenchley – showed us the finished versions of the three cattle wagon kits that he had previously shown to us in kit form – 1 x GWR, 1 x Southern, and 1 x N.E. ex G.E. – very nice.

Alan Porter – explained his plans for the water mill kit that he is going to build – we await the

next instalment!

Roger Solly – remember the Ford 12v motors that we all bought some years ago and that operate most of the points on Ebford, well Roger has designed a locking system to stop the sloppiness of the motor once it has been operated. It works! Well done Roger!

Ron Richards – has solved the electrics on the scissor point that he has built. It also works!

Peter Sapte – showed the Pull–Push set that he has built for a UK friend. As the song says, ‘He has gone about as far as he can go’. Very nice. He also showed a Parkside Dundas kit of a LNER DX on a Conflat–S that he has started to build to fill in the time before he departs back to the UK.

Now to the Quiz! This proved once again how hopeless we all are when it comes to a quiz, however we all had a good laugh at our lack of knowledge and the mince pies, cake and bubbly went down very well. We all look forward to another interesting year.

The subject for the January meeting was the GWR’s Bolster, Depressed Centre and Special wagons. These wagons were used to carry long loads, high loads and heavy loads but not all at the same time! Bolster wagons were used for long thin loads such as girders and other steel sections, rails, logs, sawn timber and pipes. Depressed centre wagons were used to carry loads that would be too high if carried on flat wagons or in open wagons. Special wagons carried, well special loads that the other types could not carry, things like boilers, transformers, military and naval ordnance and bridge girders.

It’s a big ask to look at all these in great detail, so let’s sub–divide and summarise. Like all GWR wagons, they had code names used to simplify their descriptions when telegraphed and what a wonderful collection of natural history names they had. In most cases, they were manufactured in very small batches but there were many similar wagons, differing only in the suffixes attached to their names.

POLLENS – articulated wagons for carrying boilers, guns and bridge girders slung between a pair of wagons. Initially Pollens had swivel bolsters but later wagons had turntables to allow the load to swivel. There were six different types of Pollens built to nine different diagrams. There were only ten sets of these articulated wagons, which just shows how individual these wagons were.

TOTEMS and SERPENTS – these were armour plate, ingot and mill roll carrying wagons. There were only three types of Totems built to three diagrams and just a total of three wagons built. There were five types of Serpents built to six diagrams plus one from the Taff Vale Railway. There were a total of 115 Serpents including the TVR one.

CROCODILES – these were Boiler trucks, later called Trolleys. The end platforms of Crocodiles were of steel plate, occasionally with triangular opening to the track. The floor of the well of Crocodiles was made up of timber planks, either transversely or longitudinally laid, but from about 1938 steel floors became common. Thirteen types of Crocodiles were built to twenty–seven diagrams. There were not too many Crocodiles made despite the number of diagrams. An example for us modellers is the Bachmann Crocodile H, Dia.C23, No. 41973 only three were made Nos. 41973–41975, so anyone with four of them it’s one too many!

CORALS – these were Well wagons for carrying plate glass in crates. They were 4–wheel well wagons with vertical racks in which large plates of glass could be stacked vertically. The Well ran the full length of the wagon, above the axles. Two types were built to two diagrams, a total of twenty–five wagons.

(Continued on page 17)

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

February

Friday	5	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	6	[4]	General Activities The Branchline assembly
Monday	8	[5]	S Scale Special Interest Group meeting – Painting your models – latest news and innovations.
Tuesday	9	[6]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	10	[7]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	12	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	13	[9]	General Activities
Tuesday	16	[10&11]	Daylighters Group – daytime meeting

Wednesday	17	[12&1]	Great Western Railway Modellers Special Interest Group meeting – GWR Mobile Cranes, Crane Locomotives and Fixed [Yard and Shed] Cranes.
Friday	19	[2]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	20	[3]	General Activities
Tuesday	23	[4]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	24	[5]	British Railways Special Interest Group meeting – Oil Company wagons running on BR metals.
Friday	26	[6]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	27	[7]	General Activities

March

Monday	1		Making Trees for your Layout. <i>[Labour Day Public Holiday]</i>
Tuesday	2	[8]	Daylighters Group – daytime meeting
Wednesday	3	[9]	LNER Special Interest Group meeting – Overview of the J Group 0–6–0 locos with Don Finlayson
Friday	5	[10&11]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	6	[12&1]	General Activities
Monday	8	[2]	S Scale Special Interest Group meeting – Bring a Train, run it on <i>Swan View</i> and Talk about the vehicles in the consist.
Tuesday	9	[3]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	10		DCC Special Interest Group meeting – venue Naval Base
Friday	12	[4]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	13	[5]	General Activities
Tuesday	16	[6]	Daylighters Group – daytime meeting
Friday	19	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	20	[8]	General Activities

Tuesday	23	[9]	Daylighters Group – daytime meeting – see article on Page 2 re. David Peacock's visit during this meeting. North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	24	[10&11]	Great Western Railway Modellers Special Interest Group meeting – Bring, Run and Tell about a GWR Train [Running Night].
Friday	26	[12&1]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	27	[2]	Mad March Sale – <i>see note in Frans Fatidic on page 1</i> The Branchline editorial deadline.
Tuesday	30	[3]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	31	[4]	British Railways Special Interest Group meeting – Bring, Run and Tell about a BR Train.

April

Friday	2		Good Friday – No Meeting
Saturday	3	[5]	General Activities
Monday	5		Need Help with your current Model Building or Rolling Stock? Come along and receive help from fellow modellers or even pass on your own knowledge. <i>[Easter Monday public holiday]</i>
Tuesday	6	[6]	Daylighters Group – daytime meeting
Wednesday	7	[7]	LMS Modellers Special Interest Group meeting – Pipe Dreams – If I had unlimited time/space/money which main line station would I model?
Friday	9	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	10	[9]	General Activities The Branchline assembly
Monday	12	[10&11]	S Scale Special Interest Group meeting – Slide/ Video/ Movie/ E-Photo night
Tuesday	13	[12&1]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	14	[2]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	16	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	17	[4]	General Activities

(Continued from page 13)

MORELS – these wagons were for large wheels and ship propellers. They were flat wagons with an open well and a large pair of trunnions from which to support the wheel or propeller by its axle. The centre line height of the trunnions was some 7ft. allowing wheels of perhaps 13ft. to be carried within the load gauge. The well of the wagon was built with a steel lip on which slid steel reinforced wooden chocks to pack the load. Loads suspended from the trunnions without packing were not to exceed 5–tons. There was only one type of Morel built to three diagrams, a total of five wagons plus one wagon ex–Barry Railway and one ex–Rhymney Railway.

AEROS – aeroplane three-bladed propeller wagons. One type, one diagram and one hundred and seventy five of them were built between 1938 and 1941 for obvious reasons. All were converted to open goods wagons in the early 1950s. They carried two propellers each in its own packing case that stood upright in a small centre opening supported by two triangular cradles.

LORIOTS, HYDRAS and MAYFLYS – these were 4–wheel flat and well wagons for carrying road vehicles. Loriots and Hydras were essentially 4–wheel well wagons with sloping ramps down to the well, sometimes with no end platforms. Early Diagrams were of an angular style but later Diagrams were more curvaceous. The Hydras were passenger rated Brown vehicles and were of a lower capacity, less than 10tons, whereas the Loriots could load between 10 and 20 tons. The Hydras had larger wheels [sometimes wooden block Maunsell type] than the Loriots and consequently they were higher above the rail.

There were eighteen Lorient types built comprising 17 diagrams. In total there were 122 built plus 1 ex–Taff Vale Railway [Lorient G] and 1 ex–Rhymney Railway [Lorient H].

There were four types of Hydras built using nine diagrams giving a total of 40 wagons. Six Mayflies were built all to Diagram G23 in 1919/20 to carry transformers. They were all condemned by September 1940.

BEAVERS, MACAWS, GANES, MITES and DOUBLES – rail and timber bolster wagons.

Beavers were early bolster wagons converted from Broad Gauge vehicles for carrying rails and baulks of timber. Only thirteen Beavers were built of two types and three diagrams. One Beaver C, built in 1889, was converted to a GADFLY [Flat truck for aeroplanes] in 1917.

The Macaws are the most prolific in numbers. Almost 3000 Macaws of differing types and diagrams were built, the most prolific being Macaw Bs [1906]. The facilitation notes list the types, diagrams and quantities built in detail.

Two types of Gane were built covering four diagrams totalling 129 units. These were built for the Construction and Engineering Departments and were still being built in early BR days.

Between 1874 and 1903 2480 Mite and Mite B 18T twin articulated single bolster wagons were built to Diagram J9.

Thirty one 14T double bolster wagons were built to Diagram J7 between 1902 and 1908. They were formerly coded Macaws A and F.

RECTANKS ex–War Department machinery trolleys]

Rectanks [ex–War Department machinery trolleys] were shallow well, 35T bogie trolleys that were first built during WW1 to each carry two of the then new–fangled tanks. Forty wagons were built to Diagram C20 during WW1 and another fifty–two to Diagram C21 in 1921–1922. Some were

sent to France in WW2.

Trestle Plate wagons. Ten O37 4-wheel open wagons were fitted in 1942, to Diagram FF1, with a steel trestle for the conveyance of steel plate. They were down-rated to 9T. Ultimately they were returned to general merchandise goods traffic.

After our usual break we continued with –

New Acquisitions

Ron Fryer – showed a Xmas present – a packet of toothpicks. What's so special about them you may ask. Well the non-pointed end is a turned end and is ideal for making stair balustrading. His NRM/Bachmann model of City of Truro has left the UK, hopefully to arrive soon in Perth.

Ron Richards – showed a mirror in a wooden frame. The frame was painted GWR Green but in the middle of the actual glass was a leadlight GWR roundel in coloured glass. Unusual, but quite nice.

Barry Peacock – showed some GWR long bogie clerestory coaches in chocolate and cream. He is planning to do his usual upgrading to make them more accurate.

Alan Porter – showed his Bachmann model of a 3MT in BR Green No. 82005. He explained how it ran like a dog [his words] when he received it, what were the problems and how he overcame them.

Doing Things –

Ron Fryer – explained that he had been making library boxes for the VHS and DVDs, out of foam board.

Doug Firth – made up the freebie model of a country garage [ex-Scalescenes] that was given away free with an issue of Hornby magazine. He didn't, however, bring it in! He will next month.

Ron Richards – working on woodwork for his layout.

Barry Peacock – going through his rolling stock and doing preventive maintenance and modifications.

Alan Porter – showed the current stage in the Water Mill saga. He has really forged ahead in leaps and bounds. It looks good. Keep up the good work!

As usual the full facilitation notes are available on request.

S Scale Special Interest Group's December meeting was very well attended by 36 enthusiastic members, many of whom came, no doubt, to see and hear Rob Clark's presentation on the topic, *Named Trains of the WAGR*.

After the usual meet and greet session the meeting was formally opened by Graham Watson at 2030. Graham wished everyone a happy Christmas and a prosperous New Year. He also welcomed AMRA member, Trevor Burke to the SIG meeting.

Tony Kelly reported that he had run out of copies of the new book, *Western Australian Steam* but promised to have a new batch for the January meeting. Tony also announced the impending

release of John Long's *History of WAGR Road Services* and Graham reported on the impending release of volume I of David Hunt's book on the *Era of Steam Railways*.

Bill Gray reported that he still had S scale figures available for use as locomotive crews. John Hatch mentioned his disappointment at the S scale information in the Nov-Dec 2009 edition of Journal. Others concurred. In fact there was no S scale information other than two photos which were positioned out of context to the rest of the WA state news even though there was white space available. Stuart Mackay undertook to write to Journal Editor, Stuart Pattison, in a most polite and professional way, expressing our heartfelt concerns.

Prior to Rob Clark's presentation Graham called for members to show any recent items that they thought might be of interest to the group.

Phil Knife was the first to display his recently completed 4-4-4T N class tank locomotive which he scratch-built on a modified Hornby Jinty mechanism. Some of Phil's inspiration came from the ideas set out in Neil Blinco's detailed article describing the way he built his N class some years ago. Phil made his own body and boiler and used castings of the stack provided by Neil and Graham and castings of the bogie side frames and other detailing parts provided by Railwest models. The result has been another very nice model of an N class, of which there were 42 units on the WAGR system between 1896 and 1960, and constructed by three different British companies.

Rob Clark showed his partially completed ADUs which have been given square ends to run on a Shopper set or on such trains as the *Midlander* or *Mullewa*. Rob used castings from the *Wildflower* set supplied by Railwest Models.

Greg Aitken who has now moved back to Perth from Melbourne showed some very nice sheep wagons he scratch-built some years ago when he was living and working in Indonesia. There were a couple of CXAs, and also a DX weighbridge testing van, a JA wooden water carrier and an LA ballast hopper which is now available in kit form from Greg's own GA Models. The members also wished Greg a warm welcome back to WA.

Following the usual Bring and Show segment, Rob Clark began his much anticipated presentation on the *Named Trains of the WAGR*. Much of what Rob described is included in his chapter 7 of Geoffrey Higham's book, *From Mandurah to Marble Bar*. Rob acknowledged the help he received from Joe Moir, Lyndsay Watson, Jeff Austin, Jim Bidsdie and others in writing his chapter. Due to the limitations of space only a brief summary of Rob's presentation can be provided here. Named trains began in 1938 with the introduction of the *Westland*. A slide showing an oil burning P522 hauling an early *Westland* was remarked upon and discussed. We were reminded that the U class were not the only oil burning steam locomotives on Western Rails. The early coaching consists included AZ First Class sleeping cars, an AV dining car and ARS cars.

By 1948 there was the new *Westland* and the fleet had been expanded to two sets, painted in green and cream. In 1947 the *Australind* began its service from Perth to Bunbury. The new U class locos were used to haul this express but, as discussed, the 14 Us were not used exclusively on this famous train but were also used on freight trains on the heavier lines. The six coaches of the *Australind* were all new and purpose built for that train.

In 1958 Cyril Wayne became Commissioner and under his leadership the WAGR embarked on a comprehensive re-building and re-badging program of the passenger and freight trains on the system, within the limited budget available. In 1960 the *Australind* consist was removed from service to be completely refurbished. It returned after several months with the resplendent green and cream livery and carried a crest on the front of the X class locos which were usually but not exclusively used to haul the train. The *Australind* now had a ZJ guard's van [427] with corridor

connections which was used exclusively on the train.

1961 saw the advent of the *Albany Progress* passenger train with an AQS, AQL an AQZ and an ACL for Second Class passengers, the *Capital City Freighter* and the *South West Enterprise* were also introduced and were the first named freight trains operating on the system. October 1961 saw the introduction of the *Mullewa*. One lesser known fact was that the *Perth Express* freight train had a rather short life of just 16 days that year. The *Kalgoorlie Express* had its name shortened to the *Kalgoorlie* and gained the AYS Colgoorla buffet car.

1964 saw the introduction of the *Shopper* and the *Bunbury Belle* using modified sets of ADF and ADU railcars arranged in six car sets similar to the Blue Pullman sets in Britain, with power cars at each end of the train to permit fast turn around. Bunbury was thus being served by two trains each way, each day, six days a week. The *East Freight* was also introduced in 1964 as was the *Midlander* with its red and ivory livery. Since the *Midlander* ran to Geraldton on Tuesdays and returned on Thursdays, coaches from this train were able to be used on the *Albany Weekender* on Fridays, returning on Sunday nights.

In 1966 the *Australind* set was used to carry dignitaries up the Avon valley to open the new standard gauge railway to Northam. The last *Westland* ran in 1969 while the *Kalgoorlie* continued on until 1972 until the Prospector began its long life on the standard Gauge.

Sadly, by 1978 all the named trains on the narrow gauge had been withdrawn except the *Australind* which soldiered on in various forms, until the much-heralded introduction of the new *Australind* railcars in 1987; a sorry demise of what was an ambitious and exciting period for named passenger and freight trains in WA. Thanks Rob for such an interesting and stimulating talk, particularly from a modeller's point of view.

At the Group's January meeting thirty seven members enjoyed an evening of entertainment and education following as it did, hard on the heels of the silly season.

Most members were at our Clubrooms by 2000 exchanging Yuletide stories or acquiring bits and pieces from Tony Kelly who had the latest copies of *West Australian Steam*, Greg Aitken; GA Models, Gary Gray; Double G Models, Bill Gray; S scale cab and station figures, Rob Clark; Decals and laser etchings, Niels Kroyer; Brass platform etchings, Stuart Mackay; X Class Models and of course Railwest Models.

Graham Watson called the meeting to order at 2030 and made one or two announcements and called for any announcements from the members. Graham announced the result of the recent Sn3½ loco survey and provisional estimates were 330 locos assembled and running which is something of a minor achievement for members of the Group over the last 25 years.

John Maker reported that the new computer was now available and that all members had access through it to the Internet. The computer is located in the meeting area and not in the Library for reasons of security and access.

Stuart Mackay reported, as promised, that he had e-mailed Stuart Pattison, the Editor of *Journal*, concerning the brevity of the last S scale report from WA and that the Editor had replied. He gave an undertaking that the next copy of *Journal* would contain information about the S Scale SIG's activities in WA.

The main topic of the evening was to be a Bring and Show of what you received or gave yourself or made for Christmas.

Doug Firth was first. He has modified a case to hold his models in individual compartments and he showed a Bianti Models of a 1948 Holden in green which his wife gave him for Christmas. Although he would have preferred a different colour he is thankful for the present which is a superb S scale model and would enhance any layout with a WA setting. Murray Hartzler quipped that it was a far better present than a piece of coal which many of us husbands probably deserve.

Phil Knife showed the chassis of a WAGR B class 4–6–0T loco which is his next modelling project. If it's anything like Phil's scratch-built N class it should be a great model. We look forward to seeing it next month.

Scott Parker brought in a Bachmann high rail vehicle which he gave himself for Christmas.

Charlie De Bruin showed off his W class locomotive which will join an X and U class which he has built for his layout.

Paul Tranter described and showed the humorous highs and lows of a Modeller's Christmas. The highs being a book on the SA Eyre Peninsular railway and a box of chocolates with a very good view of a Victorian K class locomotive on the lid and a 2010 Australian Railway Calendar. The low, being a 1975 second hand boxed train set in N gauge by Minitrax which had a burnt out locomotive, given to him by his brother-in-law. Needless to say Paul does not model German Railways nor does he model in N scale but he assures us he accepted all the gifts from his family members in the spirit in which they were intended. You have to admit we're tolerant and forgiving blokes, us railway modellers.

Jeremy Ludlow showed the twenty wagon kits he is enjoying building in batches of four and two. They included 4 GEs, 4 RCAs, 2 V vans, 2 VAs, 2 Z vans all from Railwest, and 6 GA Model DC vans. Jeremy says there are numerous advantages in doing them in batches from a learning, accuracy and improvement point of view, to having two complete trains when he is finished. Well done Jeremy.

Kelvin Davis showed a range of Right clamps which he bought from the USA for about \$20 each. They make soldering and joining various sheets of metal and styrene easy and accurate. John Hatch showed how he has modified the connecting rods on his Tortoise point motors to get around the cramped spaces under the base-board frames of his Pinjarra layout. John has 24 points on the layout.

Lynton Englund showed the magnificent *Albany Progress* AQL coach he has assembled using laser-cut frets from Brunel Models. Lynton was keen to say that the coach was a group effort. Group effort or not, the result was quite magnificent. The roof and floor were by Brian Norris, the bogies by Graham Watson, the bogie side-frames by Bill Gray and the decals were by Rob Clark. The result belies that old saying that a horse designed by a committee can often turn out to be a camel.

Stuart Mackay brought in a number of items he has been working on since July. They included an X class and XA class locomotive in green with red and yellow stripes. The stripes were from Pacta Trim Tapes which come in various widths from 1mm to 10mm. He also showed his Z124 and a ZF440 guard's van assembled from kits by Railwest Models and his N class locomotive which he scratch-built in 2004 but has just had a major overhaul which included new valve gear, lowered bogie bolsters and a DCC decoder.

Graham Watson showed the new Olfa circle cutter he bought for himself for Christmas. Graham says he has found it has many uses, the least of which being to cut circles, for which it was primarily designed to do.

At the conclusion of the bring and show Simon Mead presented a short but interesting slide show of pictures taken in the period 1928 to 1932 by surveyor William Fretwell [1874–1958] who migrated to WA in 1911 and worked on construction projects for the Railways Commission in WA. 575 of these slides can be seen on [flickr.com/photos/dybarber/sets/72157617026589767/](https://www.flickr.com/photos/dybarber/sets/72157617026589767/). Most, if not all are never-before-seen photos of places on the WA railway system. The photos were often before or after snaps of locations being altered or upgraded and included Kelmscott, Midland, Beechina near Woorlooloo, Southern Cross and Kalgoorlie. Thanks to Simon for organising just a sample of the 575 slides in the collection.

The S Scale Special Interest Group is a very active group of AMRA modellers which meets on the second Monday of every month at 2000 hours in the AMRA clubrooms in Moojebing St, Bayswater – visitors are always welcome. Contact Stuart Mackay on 08 9310 3858 or mackays@iinet.net.au for general information about the S Scale Group. Bill Gray, william_gray@optusnet.com.au is the WA contact for the Australian Sn Modeller and is always seeking articles for publication.

LMS Modellers Special Interest Group's December meeting was quite well attended – maybe it was the attraction of an end-of-year meeting without a quiz but still offering food and good cheer to those attending!

The topic for the night was the last of the series on Modelling the Contributions of the Constituent Companies to the LMS. This one dealt with the Scottish railways – the Caledonian Railway, the Glasgow & South Western Railway and the Highland Railway.

A Facilitation Note was tabled outlining the number of locomotives built of each class and that came into the LMS from each of these railways, the numbers that made it into BR days, the dates of last withdrawal and where known, the identity of the last locomotive withdrawn. Similar but less comprehensive data was presented for the coaching stock and the freight stock that came to the LMS and in all cases, as well as for the inherited infrastructure items, any RTR models and kits which are [or in some cases, were] available to the modeller were listed.

Andrew Wells, an enthusiastic modeller of things Caledonian, showed several [nay, many!] unmade kits of Caley locos and wagons, some of them to Sassenach eyes, from obscure and previously unheard of makers! In fact, as Andrew pointed out, there is an active Caledonian Railway Society which has encouraged several cottage industries to produce these kits, all of which were very nice. See Andrew if you want to know more about them!

Alan Porter showed the Hornby model of the famous Caledonian Single No. 123 in its original CR blue livery and in its early LMS crimson lake and later LMS black liveries. He also showed the Hornby model of a Caledonian 0–4–OST Pug in CR blue livery and a made up GEM white metal kit of one of the famous Cardean class 4–6–0s, one of which was involved in the terrible Quintinshill disaster in 1915.

Copies of the Facilitation Note are available on request.

Before the end-of-year frivolities however, members were required to show their Recent Acquisitions.

Shane Busing must have been saving up for a while for he brought in a whole lot of stuff! He had the most recently published *LMS Profile* [No.11 dealing with the Coronation Class Pacifics] as well as the Photographic Supplement to No.10 [which dealt with the LMS Standard Class 4 Goods 0–6–0]. He had *LMS Journals* No.26 through to No.28 and Keith Turton's latest *Private Owner Wagons* book [No.8 – when will he come up to the buffer stops?]. He showed the two limited edition N scale Gloucester Gas & Light Company wagons Nos. 51 and 57 that *British Railway*

Modelling magazine had commissioned from Dapol.

Now was it Shane or was it Steve Rayner who produced some more N scale rolling stock? I think it was Steve but whoever it was, the vehicles were all Graham Farish by Bachmann – a set of several container flat wagons and a GWR bogie bolster wagon.

In the Current Projects segment Shane Busing showed the N scale model [brand not recorded unfortunately] of LNER B17 4–6–0 No. 2850 *Grimsby Town* which he proposes to convert to No. 2856 *Leeds United* using Roberts nameplates and transfers.

Peter Sapte showed the progress he had made in making a Southern Railway Ironclad Push–Pull coach for a UK friend during. [Hey Peter – at an LMS Modellers meeting, you’re supposed to stay north of the Thames!]. This was being done by using an Airfix 57ft. suburban coach as a donor to accept etched brass sides from 247 Models. Very nice it was too. Peter also showed the beginnings of work on a Parkside Models plastic kit PC35, an LNER Conflat S container flat wagon, of which he confessed he knew little and sought information.

And after all that it was on with the dancing girls – no, just some food and bubbly with which to drink a toast to ‘The LMS and all who sailed in her’ – sounds like we were launching a ship!

Now, what is to become of us in 2010? Well, the Group started off in 1993 and until 2008 it met on a monthly basis with nine or ten of the meetings each year having an agreed LMS topic for discussion and the showing around of any models appropriate to the topic. In that period, 125 individual topics had been covered, some of them more than once!

2008 was a year in which the Group almost lost its way with no pre–determined programme of agenda topics and a falling attendance at the meetings which had been spread out to every second month. So at the February 2009 meeting, a programme of related topics was thrashed out for the bi–monthly meetings in the remainder of 2009, These topics were Modelling the Contribution of the XYZ Railway to the LMS, XYZ Railway being in turn LN&WR [April], MR [June], the other English railways [October] and the Scottish railways [December] with August being a running night.

The Group is now in a similar position – no programme of topics for 2010 has been planned as yet [actually, we all forgot about this in the celebratory mood which followed the December 2009 meeting – too many fruit mince pies, too much Christmas cake and too much good cheer!]. The four related topics which were dealt with in 2009 seemed to go down reasonably well, so at the February 2010 meeting I will be suggesting a series of four related topics for the remainder of the year.

What I have in mind for the topics is a series of pipe–dreams with the common title of How I would model an LMS xyz I’ve Always Admired if I had Unlimited Space, Time and Money [and What I Would Actually do with the Space I have and the Time and Money I can Spare!] where xyz will be Main Line Station [April], Branch Line Station [June], Large or Small Terminus Station [August], Dockside or Industrial Location [October] and Motive Power Depot [December].

As they say, watch this space!!

Alan Porter

Contact persons for Special Interest Groups are:

British Railways
Digital Command Control

Gordon Bramwell	0432 871 197
Richard Johnson	9437 2470

Great Western Railway Modellers
Large Scale
LNER
LMS Modellers
N Scale
North American Railroads
S Scale

Roger Solly	9444 7812
Jim Gregg	9298 9442
Steve Rayner	9379 1147
Alan Porter	9330 1848
Neill Phillips	9403 0924
Peter Scarfe	9359 2281
Stuart Mackay	9310 3858

From the Scribe's Quill

It has been a couple of issues since the last Quill. These will bring members up to date on what has happened.

Meeting No 326 – September 2009

- There is progress in getting the floor down for the extension but there are still no quotes for the building. Our Treasurer is to continue to canvas others to gain plans and costing.
- The Committee has stated the preferred layout, for the Exhibition, is the new N scale layout. The members of the Special Interest Group have increased their efforts to make it ready.
- The other layouts are working well with requests for material and equipment from the coordinators.
- The Committee has now stopped making layouts for sale as this practice was using valuable time of persons required to assist with our Branch's own layouts and the members were growing weary and losing interest.

Meeting No 327 – October 2009

- The Exhibition Committee has met to look toward the 2010 Exhibition. Financial support is being sought to assist financing the Exhibition.
- Security of our Clubrooms is to be upgraded with a new keypad and a check of the systems.
- The extension floor should be laid by the end of November.

Meeting No 328 – November 2009

- The floor has been laid for the extension but still no closer to plans or costing for the extension.
- ModelRail was a great success with all the layouts working very well on the day and construction being of great interest.
- The Committee has decided that the N scale layout will be going to the 2010 Exhibition as a work in progress as the layout is operational on the main lines and some of the other areas as well.

- Our Library is to under go a complete revision of its recording system with the present system to be abandoned once the new system is devised.

Meeting No 329 – December 2009

- The Exhibition planning is progressing well with many returns coming in from both retailers and exhibitors.
- The Committee cancelled the Christmas function but was not able to get the message out to those who would have turned up. Even though the details were on the whiteboard, some members and guests arrived. There will be no function next year as the Special Interest Groups have a small function on the last meeting prior to Christmas.
- A function in July is being considered and discussion is encouraged by all.

Management Committee Submissions. The Management Committee frequently receives items for consideration shortly after a Committee meeting has been held. This means that these items do not get considered until the next Committee meeting up to four weeks later. In an effort to resolve this problem we publish the deadline date for submissions to be received by the Branch Secretary – Committee meetings are normally held on the third Thursday of each month. Items can be posted to the address on page 2 of this issue or placed in the Secretary's pigeon hole and are to be received no later than the Saturday prior to the meeting.

Your Management Committee invites any member to come along, as an observer, to any of the Management Committee meetings to see how our Branch is administered. The meetings are usually on the third Thursday of the month unless otherwise advised – on these nights our Clubrooms will be closed to other Branch activities

The **Submission deadlines** are –

Submission deadline [Saturday]	for	Committee meeting [Thursday]
13 February		18 February
13 March		18 March
10 April		15 April
15 May		20 May

Membership Matters

Hello everyone I do hope you have marked in your calendars for this year the dates for the 2010 Model Railway Exhibition. The dates you need to put aside are between Friday 5 June to Monday 7 June inclusive.

This summer is certainly shaping up to be a hot one. So do remember not to leave any models in your car, they might not be the same shape as you left them.

I hope Santa was very good to you on Christmas Day.

We have also had the following new members join the Association and its WA Branch. Please make them welcome when they come to our Clubrooms and show the usual hospitality.

Cassidy Newland	Manjimup	Sn3½, 009
Tristan Hunnisett	Inglewood	N, HO
Mrs Jane Hunnisett	Inglewood	N, HO
John Hunnisett	Inglewood	N, HO
Jim Lee	Wungong	HO, OO
Greg Aitken	Greenwood	Sn3½
Ted Millson	Forrestfield	G1

John Maker
Membership Coordinator

EM Gauge Society Manual Sheets

The latest Manual sheets are –

- 1.2.0.(6) – Track Construction – 6 – Functional Chairs on Wooden Timbering
- 3.2.3.(9) – Hornby Class 121 conversion to EM
- 3.2.6.(12) – Bachmann 3F Jinty conversion to P4

The last two are of general use for their descriptions for taking the models apart and putting them back together again.

The three Manual sheets together with EM Gauge Society Newsletter No. 182 are now in our Library.

Hornby Royal Scot Shorting Problem

I was recently challenged to find the reason for the regular shorting out of a Hornby R2728 Royal Scot loco fitted with DCC when operated on the owner's layout powered by a Hornby Select DCC system. The only advice provided was that the loco shorted out the Select unit when negotiating turnouts [points].

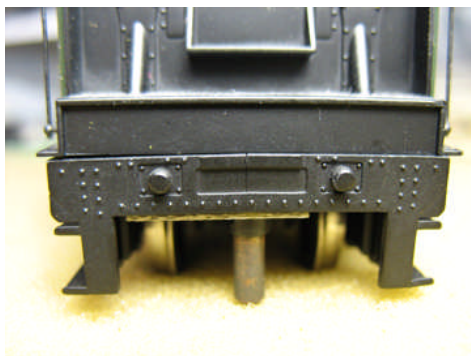
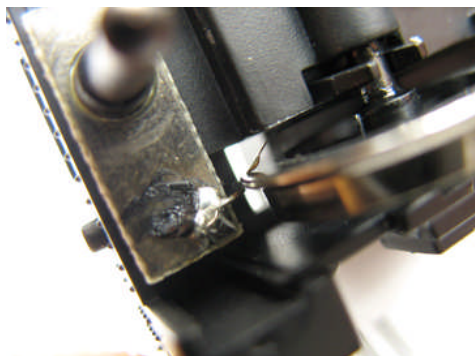
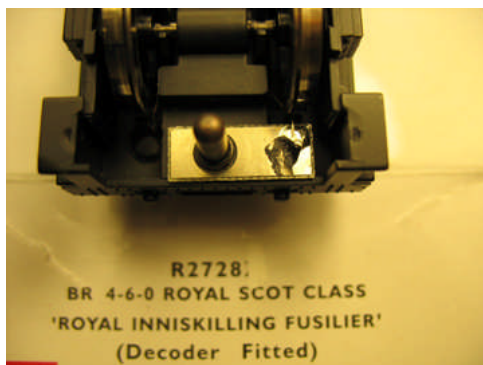
Initial running on my layout in forward and reverse and in both directions around the layout did not reveal any problem until after about 20 minutes of running it finally happened, a short occurred whilst negotiating one of my layout's sharper, approximately 650mm radius, curves – good, something to follow up on. Holding the loco and tender and moving them about on the track revealed that something was shorting on the model.

Separating the tender from the engine revealed that the tender appeared to be the problem. A quick visual inspection did not reveal anything unsuspecting so the tender was dismantled, still nothing untoward noticed, so back onto the track as a chassis and the problem was still present!

Closer examination revealed that the front right hand wheel flange when pressed fully to the right side would contact the wire leading from the pick up plate [pcb] for the electrical connection to the engine. [The electrical connection relies on the tender mounted pin which connects to the loco drawbar and the pcb surrounding the pin for the other connection, the engine will run without the tender attached.] – *see photo top right next page.*

Simply bending the offending wire a little sharper, to clear the flange, when it leaves the pcb fixed the problem.

Two lessons from this, the single stand wire used from the pcb had its insulation stripped back further than necessary, the flange would have only rubbed on the insulation for probably the life of the model without ever causing a problem and secondly that the polarity of the wire was from the opposite side, if it had been from the same side no shorting would have occurred – *see photo below left*



During the disassembly of the tender it became apparent that the draw bar pin on the tender had been riveted into the plastic frame with considerable force to the extent where the chassis had partially cracked and distorted resulting in a small gap between the top of the chassis and the bottom of the water tank on the right hand side – *see photo above right*

The other thing noticed with this tender was the poor rolling ability. Some oil on the axle bearings and some heavy hand pushing back and forth on a piece of track eventually made it a lot freer rolling which should result in an increased trailing load for the loco.

Bruce Norton

Going Down The Tube — The Answers

Hope you all had a wonderful Christmas and that the New Year brings you happiness and contentment. Now to business, thanks to all those who entered the Quiz, I hope you had as much fun doing so as I had preparing it – the answers are as follows –

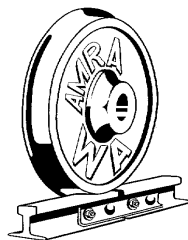
- | | |
|--|----------------|
| 1. Angry Monarch | Kings Cross |
| 2. Make 'em sick | Turnham Green |
| 3. Monks with dirty hands | Blackfriars |
| 4. A road with a betting shop | Ladbroke Grove |
| 5. Ecological vicars | Parsons Green |
| 6. Richard Whittington's desirable Residence | Mansion House |
| 7. Charred quercus robur | Burnt Oak |

8.	Which car is this?	Watford
9.	Angry model shop owner	Hatton Cross
10.	Passports please	Heathrow
11.	This place is a riot	Brixton
12.	Cockney rabbit 'ole	Warren Street
13.	Woof, woof!	Barking
14.	Created a valley	Maida Vale
15.	A mound of dyslexic mosquitoes	Gants Hill
16.	She was not amused	Victoria
17.	An American setting for English comedies	Ealing Broadway
18.	Where a Frenchman met his end	Waterloo
19.	An old place to roll your own	Holborn
20.	A place to live and let die	Bond Street
21.	Is there a branch of Lloyds Bank here?	Blackhorse Road
22.	A colourless town	White City
23.	Babar and Balmoral	Elephant and Castle
24.	Is this Charlie's regal tree?	Royal Oak
25.	Non-alcoholic lager	Barbican
26.	Does the chief executioner live here	Hanger Lane
27.	Tea party at the big house	Boston Manor
28.	Catches rabbits by a stream	Snaresbrook
29.	Heidi's house	Swiss Cottage
30.	Anyone for tennis?	Wimbledon
31.	Regal open space	Park Royal
32.	Labour's card game	Redbridge
33.	University city with a big top	Oxford Circus
34.	Is Karl Marx's grave a communist plot?	Highgate
35.	Elliptical	Oval
36.	Flockwatcher's flora	Shepherds Bush
37.	Chelsea's home by a stream	Stamford Brook
38.	A lucky number of nuns	Seven Sisters
39.	Where you cultivate calcium carbonate	Chalk Farm
40.	Car manufacturer part of GM	Vauxhall
41.	An ancient thoroughfare	Old Street
42.	Describes the enormity of this station	Wapping
43.	Sound horn on this wide road	Tooting Broadway
44.	Gabriel	Angel
45.	Seat of Government	Westminster
46.	Doctor Foster practices here	Gloucester Road
47.	Is this station falling down?	London Bridge
48.	The home of a little bear	Paddington
49.	Obelisk	Monument
50.	A Scottish thoroughfare	Caledonian Road

Well, there you have it! Yes, I know that there were possibly other answers but these are the ones that I needed. No-one achieved the magical 50 but we have two clear winners with 49 correct answers and they are Barry Keens and Jim Hidden. Congratulations to you both. One again thanks for those who entered. Next year's quiz is already in the pipeline, hope we can get more entries.

The Hon. Rev.

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 199

June 2010

Vol 33 No 3

Frans Fatidic

The 2010 Branch Annual General Meeting

This meeting will be held on Monday 16 August 2010 commencing at 2000. The venue is our Branch Clubrooms at 24 Moojebing Street, Bayswater, WA.

A formal notice, in accordance with our Branch Constitution, calling this meeting is enclosed with this copy of *The Branchline*, together with the Meeting's Agenda and the minutes of the 2009 Annual General Meeting. Please bring these with you to the Meeting.

A nomination form for the various positions on our Branch Management Committee is also included in the Supplement.

All members are invited and encouraged to attend this meeting. Any member 18 years of age or over may be nominated, or may nominate themselves, for any position on our Branch Management Committee. A nomination form is to be completed by the nominator, nominee and seconder and be forwarded to our Branch Secretary as stated on the form.

Any member who is unable to attend the Annual General Meeting may nominate a proxy to vote on his/her behalf, such proxy to be in writing and in the hands of our Branch Secretary before commencement of the Annual General Meeting.

Any member who is interested in being part of the Management Committee please complete a Nomination Form and forward it to the Branch Secretary. If you would like to know more about what is involved please talk to anyone on the present Committee.

Clubman of the Year

Nominations are invited for the award of the *Ted Thoday Encouragement Award for Clubman of the Year*.

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Secretary

Ralph Cope – 9361 6732
Mobile – – 0400 714 692
email – rcopey@iprimus.com.au

Treasurer

Ron Fryer – 9401 3514
email – not available

Committee

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Niels Kroyer – 9315 9635
email njtskroyer@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Steve Rayner – 9379 1147
email – SteveRay@westnet.com.au

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

The presentation of this Award is normally made during our Annual General Meeting each year.

President and Exhibition Manager Reports

What a great weekend we all had at the Exhibition, very tiring but with over 14000 people coming through the door, it was all worth it.

Firstly I would like to sincerely thank Stratco for their donation, secondly Ross's sales and auctions for their generous support and Kerry Poole for her beautifully made quilt.

With John Maker's health problem, our Management Committee had to put in place some changes to the Judging and it may not have been as John had planned.

Thanks to Alan Porter, Craig Hartmann, Barry Keens, Tom Stokes, Murray Hartzler, Kathy Price and Lynn Nichols who all stepped in to make the judging happen. Once again, many thanks, it made my job much easier.

I believe the Exhibition numbers were high due to the Tidman family having a segment on TV regarding Lego which bought in more people than expected and all three days were very busy, especially families. My thanks to the Perth Adult Lego Society for their efforts.

We ran out of Exhibition Guides again this year so we will have to get more printed next year.

The Exhibitors from the Eastern States were impressed with our Exhibition, the high standard of layouts and size of our halls: nothing that size is available in the Eastern States.

I would sincerely like to thank our volunteers especially Ron Fryer, Laurie Price, Tony and Kerry Poole, Rosemary Pearce-Ponjee and James Pearce who worked very hard behind the scenes to keep the Exhibition running smoothly.

A special thanks to everyone else who volunteered to assist as without them the Exhibition would not have been possible.

A special thanks also to Ashley Maker for making sure that John was able to attend and also for her help under the circumstances. I hope John will make a full recovery.

To all Exhibitors a big thanks to you for being there,

because without your efforts it would not have happened, you are an essential part of our Exhibition.

I hope to have a trophy presentation and maybe a talk about this year's and next year's Exhibition [our 35th] on Saturday 10 July at 1500 in our Clubrooms. I would like to see all the trophy winners and others attend as there will now be trophies presented for Second and Third places.

This year a new trophy was presented by Peter Ibbs of Maylands Model Railways as an Encouragement Award for an individual layout. All the trophy winners are mentioned in this edition of *The Branchline*. [see back pages, Ed.]

I would also like to thank Mr and Mrs Bombak for the use of their caravan. I hope that everyone who attended the Exhibition enjoyed the displays and if there were any problems I would like to hear about them so we can rectify them for next year.

We tried a couple of new ideas ATMs and the Train rides between the station, car park and the front entrance which, according to the general public, were a great success.

Due to work commitments Ralph Cope is be unable to continue as Branch Secretary, Neill Phillips has kindly stepped in till the AGM [hopefully beyond that!!] otherwise we will be looking for a new Secretary.

A notice regarding our Branch's Annual General Meeting is on the front page of this issue. The formal notice calling the AGM is included with this issue as a Supplement to members only.

If you would like to become more involved in our Branch please submit a nomination on the Form which is part of the AGM Supplement.

Back to basics: the cleaning of our Clubrooms has once again slipped to a low standard. As we all use them I feel that the various Groups who use the building need to put more effort and time in keeping our Clubrooms clean and tidy otherwise we will have to look at employing a cleaner which will result in higher door fees to be paid. This has been an ongoing problem and I should not have to mention it on a regular basis as we are all adults.

Until we can afford to construct our new storeroom and work shop there will be no changes made to the present situation in our Clubrooms – no new layouts or moving layouts around.

Robert Bell has donated to our Branch a print of a Southern Railway scene. The print is a limited edition signed by the artist, it has been framed and will shortly be hung in our Clubrooms. Thanks Robert, your generosity is much appreciated.

Frans Ponjee
Branch President and
Exhibition Manager

Vale Ron Ashe and Bill Quartermaine

On a sadder note I bring to member's attention the passing of two of our members during May.

Ron Ashe had been a member for around thirty years and modelled in O gauge. He is remembered mainly by the longer serving members of our Branch. Unfortunately we did not know about his passing until it was too late to attend his Committal Service so our Branch was not represented .

The other member was Bill Quartermaine who joined the Association just after the 2009 Exhibition and was a very enthusiastic member. He was also enthusiastic in his two other hobbies, wood-turning and ELVIS! He did suffer from cancer but assured us, as he did his family, that he was in remission, obviously he wasn't. The *Haltwhistle* crew knew Bill well and they helped build his layout of which he was very proud. This layout and stock he left to his grandson. Our Treasurer represented the Branch at Bill's Committal at Pinnaroo.

On behalf of our Management Committee and Branch Members we send our deepest sympathy to both families on their loss.

From the Editorial Desk

The Branchline – August issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday 31 July** please. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 30 July
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 31 July
- For items transmitted electronically via e-mail – 1800 Saturday 31 July email address is mandtt@three.com.au – please use subject heading The Branchline.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on **Saturday 14 August**

Please note the intended dates for *The Branchline* publication for 2010:

	Editorial deadline	Assembly, etc.
October	Saturday 25 September	Saturday 9 October – will include Minutes of 2010 AGM
December	Saturday 20 November	Saturday 4 December

Ted Thoday

Literary Lines

Recent donations of books and magazines from the following members are much appreciated.

Geoff Bell, Ron Chatterton, Graham Horton, Don Henderson, Callum Barnes, Tom Stokes and Garry Bettison. Thanks very much.

Library - on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only.**

Chris Paterson
Branch Librarian

Found – Digital Camera Picture Card

On Sunday 6 June, at the Model Railway Exhibition an Olympus XD picture card M+ 2 GB was found on the floor by Ralph Atkins.

If you think this could be yours please contact Ralph on 9342 7602 or mobile 0414 679 485.

Around the SIGs

British Railways Modellers Special Interest Group – the subject for the April meeting was the Lighting of BR Freight Yards, Loco Sheds and Station Platforms.

The infrastructure built by the Big Four [and even by some pre-Grouping companies] was inherited by British Railways on its birth in 1948. At that time [and for almost a decade thereafter], there was a shortage of capital to invest in items that were working satisfactorily [sort of!] – the old adage 'If it ain't broke, leave well alone!' – applied. There was, however, in 1948 a backlog of the pre-WW2 planned modernisation of some stations and there was also the remediation of war-time damage which had not been addressed during WW2 or immediately afterwards by each of the Big Four. These factors did lead to a more rapid investment of capital for station lighting than was evident for other equally deserving items of infrastructure.

Improved lighting of freight yards and loco sheds [and yards] came about as a result of the greater power in the hands of BR's unionised workers in those areas but more slowly than in the case of platform lighting. Notwithstanding these provisos we will have to take a look at what BR inherited as well as what BR actually produced from 1948 onwards. Night-time illumination of freight yards, loco sheds [and yards] and station platforms has always been a step towards improving the safety of the employees of the railways and of their customers - the passengers. However, in pre-Grouping days the concern of the railway companies was less directed towards the safety of their employees ['servants'] than to the safety of the passengers and the amount of night-time lighting provided varied accordingly.

We must also note the technical improvements over a century or more in providing lighting after the sun had set. At first, oil was the material which when burned with an adequate supply of oxygen produced a luminous flame that could be amplified by having a polished concave reflector [mirror] behind the flame. The oils used were animal oils originally, mainly whale oil, then came the light fraction obtained as a by-product of the destructive distillation of coal in the absence of air [for coke or for town gas production] and at the end of the nineteenth century, came paraffin oil [kerosene] derived from petroleum refining. The availability of town gas at some railway facilities enabled illumination by oil flame to be replaced by gas flame. The brilliance of the light emitted by the gas flame could be improved by containing it within a silk mantle which had been soaked in thorium oxide and cerium oxide – these substances produced a whiter and brighter light when heated by the gas flame than that from an oil or simple gas lamp.

Then came electricity! Passing electricity through a fine carbon, later tungsten, filament gave off a 'warm' light that could be varied in strength by varying the resistance of the filament and by varying the voltage applied to the filament. Other ways by which electricity was used to produce light in the visible range were through mercury vapour and sodium vapour lamps, the fluorescent lamp and the halogen lamp. Railway lighting has followed these developments as and when available and where feasible.

As the importance of small freight yards diminished in the 1950s and BR embarked on modernising some of its existing flat and hump marshalling yards as well as building brand new hump yards,

marshalling yards have been included in these notes as an extension of the coverage of the lighting of freight yards.

Illumination of platforms was an important safety consideration at even the smallest of stations and, in addition to the lamps on lamp posts along the platform, gas or oil lamps were often bracketed to platform facing walls and footbridges. The railway companies had their own distinctive design of lamp-post and glass top for oil, gas or electric illumination. It is believed that although some of the pre-grouping companies, and certainly the Big Four themselves, had their own foundries, cast iron lamp posts were often obtained from private foundries with the railway company's name incorporated in the casting. Gas lamps would have been used where there was a local town gas supply, whilst oil lamps would have been provided at remote stations. Gas or oil lamps were still in use, particularly at country stations, right through to the 1960s before electricity was connected.

Our detailed look at the lighting of BR platforms, loco sheds [and yards] and freight yards will rely almost entirely on a series of photocopies of photographs from a variety of reference books - as they say, a picture is worth a thousand words. These pictures are part of the facilitation notes and are available on request.

After the usual break we continued with –

New Acquisitions –

Steve Rayner – showed us his latest Bachmann/Grafer purchases in N scale, a Class 08 Diesel shunter in BR blue No. 08763 and four Cattle wagons in BR bauxite. He also showed us the new Bachmann catalogue.

Alan Porter – showed three books –

Railway Modelling – The Realistic Way by Iain Rice, published by Haynes Publishing

Blue Pullman Supplement by Kevin Robertson, published by Noodle Books

The Railway Paintings of Barry J. Freeman, published by Silver Link Publishing

Ron Richards – brought along his new Bachmann Class 47 in BR green *G.J. CHURCHWARD* No. 47079.

Doing Things –

Terry Hammond – showed the Southern Dining Saloon coach kit by Phoenix, that he is building – even down to the scratchbuilt kitchen [including the three saucepans!].

Ron Richards – informs us that he has made an inspection pit from scratch and has incorporated it into his layout.

British Railways Modellers Special Interest Group's March meeting was a Bring, Run and Show but first we looked at –

New Acquisitions –

Ron Richards showed a Bachmann 5plank open wagon *John Arnold & Sons* followed by a Heljan Class 14 Diesel locomotive in BR green.

Steve Rayner was next and he showed us three Oxford Diecast vehicles in N Scale, a Southdown Queen Mary double deck bus in green, a London Transport RTL double deck bus in red and a BR

Albion Horsebox. His next item was a Graham Farish/Bachmann Class 33 Diesel locomotive No. 33002 *Sea King* in BR Civil Engineers yellow/grey. Finally, a two-car DMU Class 108 in BR blue from Graham Farish/Bachmann. Both these items were in N Scale.

Nick Pusenjak showed the latest Bachmann catalogue and a Base Toys Foden DG low loader in Pickfords blue livery in 4mm scale.

Terry Hammond brought along a wooden steam locomotive made from various colours of wood by his son. His next item was as equally unusual, a sort of cuckoo-type clock but without the cuckoo. It had a train that goes around and around on the hour and a guard who pops out [instead of the cuckoo] and blows a whistle! His wife bought it for him for Christmas. He loves his wife – we think!

Peter Sapte showed two show guides from shows that he attended in the UK. St. Albans Show which he said was an excellent event. The second show was the Watford Finescale Show which he also said was excellent.

John Maker showed two Bachmann Class 03 Diesel shunters in BR black [early emblem] that he was going to cut one up to make a Sn3½ WAGR Class Z shunter.

Doing Things –

Peter Sapte showed us photos of the finished coaches that he was making on his last visit to Perth. The coaches really looked excellent. He is now beginning to build an Alexander white metal kit of a LMS/BR Bo-Bo Type 1 Diesel electric shunter No. 10800. We look forward to seeing it as he progresses with the build.

We then adjourned to the layout rooms to run trains!

Tom Stokes was first cab off the rank and he showed us a Bachmann Class 25 Diesel in two tone green livery pulling a train consisting of six Bachmann Presflo wagons *Tunnel Cement* markings, a Hornby Dublo Presflo wagon, three Bachmann Presflo wagons *Blue Circle Cement* [a Special Edition weathered and individually numbered from Hattons], two Airfix kit built Presflo wagons *Blue Circle Cement* in yellow livery, three Dapol kit built Prestwin wagons, three Wrenn Prestwin wagons in *Fisons Fertilisers* livery, four Triang Container L wagons complete with containers, a Dapol planked Box Van and a BR standard Brake Van.

Gordon Bramwell showed a train, not too often modelled and displayed – a breakdown train consisting of a Class 25 Diesel, Hornby HAA Hopper, steel open wagon, 2-plank flat wagon, Hornby 75ton Crane, 3-plank wagon, steel open wagon, Engineer's blue coach, Class 24 diesel. Apart from the two Hornby items the rest were all Bachmann.

Steve Rayner ran a Hornby Dublo 2-rail ex SR 0-6-0T R1 Tank pulling two super-detailed Hornby Dublo Suburban coaches – one a First/Third and the other a Brake/Third both in Maroon.

Trevor Batchelor showed us a Hornby Merchant Navy Class 4-6-2 No. 35027 *Port Line* pulling six coaches in SR green. There were five Hornby and one Mainline.

Nick Pusenjak gave us our second unusual train for the night, one that is a regular service train but not often seen as a running model. A Hornby locomotive No. 72008 *Clan Macleod* pulling a dedicated parcels train made up of a mixture of Lima, Mainline, Bachmann and Hornby rolling stock.

Steve Rayner again but this time on the *Frans River* N scale layout. Steve showed his new Class 108 DMU in BR blue and also his new Class 33 pulling seven ballast wagons plus a SHARK ballast brake van. The ballast wagons are by Parkside Dundas and the Brake Van by the N Gauge Society.

Great Western Railway Modellers Special Interest Group's April meeting subject was the GWR's Large Prairie 2-6-2 Tank Locomotives.

The GWR Large Prairie tank locomotives were based on a Churchward design of 1903 and the 290 production locomotives built from 1905 through to 1949 were notable in being virtually unchanged throughout that time span – a great tribute to Churchward's original design. They were numbered in the 31xx [later 51xx], 3150, 4100, 5101, 6100, 8100 and a new 3100 series.

In 1901, George Churchward, on taking over full CME control from William Dean, produced an outline plan for six standard steam locomotive types to satisfy the GWR's future traffic requirements.

These were a 2-8-0 heavy goods locomotive, a 4-6-0 mixed traffic locomotive, a 4-6-0 express passenger locomotive, a 2-6-2T passenger and banking tank locomotive, a 4-4-2T passenger tank locomotive and a 4-4-0 passenger locomotive for secondary routes. For most of these he followed a policy of constructing a prototype locomotive in order to test it thoroughly in service before embarking on quantity production of the type. Such was the case with the 2-6-2T passenger and banking tank locomotive. The prototype was built in 1903 and was numbered No. 99.

Let us now take a brief look at the different classes.

31xx [later the 51xx Class] – after trialling No. 99 for just over two years, the first 31xx Class locomotives appeared. These were built in three batches of 10, 10 and 19 between 1905 and 1906 and were numbered 3111 through to 3149. Note numbers 3101–3110 were not in use at this stage. The prototype No. 99 was renumbered 3100 in Dec 1912. In 1909 the whole class was fitted with struts from the front edge of the smokebox to the corners of the front buffer beam in order to relieve strain on the frames, especially when banking.

The whole class was renumbered between 1928 and 1930, No. 3100 [formerly No. 99] becoming No. 5100 and Nos. 3111–3149 becoming Nos. 5111–5149 in the same order.

Ten locomotives were rebuilt as 81xx Class locomotives in 1938 and 1939 and one [No. 5126] had been scrapped in 1938, leaving 29 to pass into BR stock in 1948. Withdrawals commenced in 1948 and all had gone by December 1959, the last being No. 5148. None have been preserved.

3150 Class – in 1906, the twentieth locomotive of the last batch of the 31xx Class [No. 3150] was built with the larger Standard No. 4 boiler. This was the first of the 3150 Class of which another 40 [Nos. 3151 through to 3190] were built in two batches in 1907 and 1908. Front-end struts were fitted to Nos. 3160–3190 when built and the others were retro-fitted soon after. Three locomotives were withdrawn by the GWR in 1947 and 33 passed into BR ownership in 1948, being then classed as 4MT. Withdrawals by BR commenced in 1948 and the last locomotive [No. 3170] was withdrawn in August 1958. None have been preserved. Note that this Class was not renumbered, as were the original 31xx class locomotives.

5101 Class – over 20 years elapsed before any more Large Prairie 2-6-2Ts were built. These were an updated version of the original 31xx Class and became the 5101 Class. In total, 140 locomotives were built in ten batches between 1929 and 1949 and they were numbered 5101 through to 5110 [filling in the gap that had been left when the original 31xx Class [later 51xx Class] were built], 5150 through to 5199 and 4100 through to 4179. The last twenty locomotives No. 4160–4179]

were built in 1948 and 1949.

All the locomotives were used over a wide area on passenger workings [except the London area], though some were used as banking engines and ended their days on pick-up freights after being displaced by DMUs. All 120 locomotives built by the GWR passed into BR ownership in 1948 and were classed 4MT as were the twenty locomotives built in the BR era. The first withdrawal was No. 5159 in April 1956, the majority being withdrawn in the early to mid 1960s, No. 4113 being the last withdrawal in November 1965. Ten of the Class found their way to Dai Woodham's scrapyard at Barry, South Wales and all have been taken into preservation.

6100 Class – the 70 locomotives of the 6100 Class [Nos. 6100–6169] built between 1931 and 1935 were similar to the 5101 Class, except that they had a higher boiler pressure [225lbs] and this raised their tractive effort to 27340lbs.

The entire Class was built specifically to work accelerated London suburban services out of Paddington and all passed into BR ownership in 1948. The first withdrawal was 6100 in September 1958 and the last locomotives were withdrawn in December 1965. No. 6106 was purchased from British Railways in working order when withdrawn and is now preserved.

The 1938 Rebuilds by Collett. In 1938, as part of a programme of renewal of Churchward's locomotives, withdrawals of the original 31xx Class [later 51xx Class] locomotives and of the larger 3150 Class locomotives began. The frames were retained and given new front ends and buffers, emerging as the 81xx Class and the new 31xx Class.

8100 Class – the scheme to rebuild the 39 members of the 31xx Class [later the 51xx Class] was suspended by the outbreak of WWII when only ten locomotives had been dealt with in 1938 and 1939. These were very similar to the 61xx Class locomotives. All ten locomotives passed into BR ownership in 1948, withdrawals commencing in June 1957 and the last withdrawn in June 1965. None have been preserved.

New 3100 Class – in 1938, a start was also made on the reconstruction of the 41 locomotives of the 3150 Class to become the new 31xx Class but only five locomotives were completed in 1938 and 1939 before the outbreak of WWII. As with the 81xx Class, the old frames were used. The locomotives being intended mainly for banking duties at places like Hatton, Dainton, Whiteball etc., although it was soon found that they were ideal passenger locomotives and so were redeployed. All five were passed into BR ownership in 1948 where they were classed as 4MT and used mainly for banking duties as well as suburban services. Three were withdrawn in 1957, the last in January 1960. None have been preserved.

Important modelling note – all the GWR Large Prairie 2–6–2Ts which passed into BR ownership in 1948 and those built by BR in 1948–49 had three footsteps fitted to the bunker side on the fireman's side [left hand side] from about 1955 onwards. This feature did not exist on the 2–6–2Ts in GWR days nor on the BR built 2–6–2Ts before 1955.

A full set of facilitation notes is available on request. The set includes a full list of all the models that have been and those that still are available plus all the references used in the notes.

New Acquisitions -

John Brenchley showed the 2mm Scale Association's new kit for making 2mm finescale track. It consists of sleepers, a jig to clamp sleepers in place and a coil of rail. It also contains a system to make turnouts [if you can see the chairs!].

Alan Porter showed two books *Speed to the West* by Aldo Delicata & Beverley Cole [published by Capital Transport] and *GWR Goods Services – Part 2B* by Tony Atkins [Wild Swan Publications]

Roger Solly showed a Bostitch stapler that will drive a half-Inch staple flush into jarrah.

Doing Things –

Peter Sapte showed the LMS/BR No. 10800 diesel white metal kit that he is building for himself whilst he is here. It runs beautifully.

Ron Richards has just built the Ratio cattle dock for his layout [including the cowpats!].

Doug Firth explained how he has solved the problem of his *Lorna Doone* locomotive jerking along the track. By adding more weight in the tender and a half a spring from an old ballpoint pen onto the loco hook, keeps the pressure on the rear axle of the locomotive thus keeping the pickups constantly in contact with the track. A small plastic bag containing all the necessary bits, was handed to Ron Fryer so that he could do likewise on his *Lorna Doone*. We await his reply!

John Branchley showed the new test track that he finished the morning of this meeting. Just over a metre in diameter, it folds up into a quarter the size. The track is the 2mm Scale Association's kit-built track as are the turnouts. He really is a class modeller.

S Scale Special Interest Group's April and May meetings were well attended by 39 and 32 AMRA members, respectively. As is usual we were treated to two topics and activities which were interesting and informative to those who take an active interest in the modelling of the WAGR and MRWA in S scale.

Following the informal part of the April meeting Graham Watson reminded members of the Enthusiasts Day to be held at the ARHS Museum in Bassendean on Sunday 2 May from 1000 to 1700. Bill Gray's revised Museum Guide will be on sale, The XA locomotive's Crosley diesel engine will be running and a display of models of the WAGR will be on view.

Graham also asked members to support our Branch by volunteering to give a few hours of help at the Model Railway Exhibition on the weekend of the 5, 6 and 7 June. The S scale layout will be Simon Mead's *Boyanup*, the layout has not been seen for several years. SIG members were also asked to put their names on the roster to bring trains and help set up and run the layout over the three days of the Exhibition. An S Scale Demonstration Desk will also need to be manned. This will be the twenty-eighth year, at least, that an S scale WAGR layout or a display has been exhibited at our Branch's annual Model Railway Exhibition since 1982.

Stuart Mackay reminded members of the October slide evening which will feature slides of the MRWA and he again challenged members to build or assemble a MRWA wagon, loco or guard's van for the occasion. Stuart displayed his AE533 and AC80 wagons which he recently assembled from a Railwest GE and a GA Models GC kit and painted in Humbrol RAF blue (No. 96) instead of the usual WAGR brown.

Alan Penstone, looking relaxed and well since his recent retirement after forty years of teaching, showed the Balga bushes/grass trees/blackboys he has been making for his layout. Alan has used hemp, cotton thread and wire to create a very good likeness of these controversially named plants. Alan's trees compare nicely with Bob Bruce's models which use high tension electric welding cables, cut and teased out to make his own Balga bushes.

Doug Firth showed the Z class body he has assembled and wagons with tarpaulin loads made

from cloth and 'doped' with white glue. This method offers an alternative to aluminium foil or tissues as the basis of tarpaulin covers.

The April meeting was billed as a slide night. The slides were by Victorian ARHS member and railway enthusiast R. B. Macmillan and were taken in November 1954 and in 1956 when he visited WA. Mr Macmillan took black and white snaps but thanks to the marvels of modern technology they have been scanned onto a disc by well known author, historian and railway modeller Adrian Gunzburg. Adrian donated the collection to the WA division of the ARHS and they can now be shown with the aid of a data projector on the big screen. Graham Watson arranged for the collection to be displayed while Simon Mead operated the projector.

The slides included a wide range of railway locations in Kalgoorlie, Bunbury and the Perth Metropolitan area. One location which Mr Macmillan photographed considerably during his visit was Claremont with its historic station and yard, serving the town and the Royal Showgrounds. There were shots of many trains passing through the station. Naturally there were lots of steam locomotives (the Es, Fs, O and G classes), ADGs, Governors and Wildflower railcars all with original liveries and safety stripes and first generation DE locomotives such as X and Y class locomotives in pristine condition. In fact the new diesels were barely a few months old in November 1954 when the photos were taken. Thanks to Graham, Adrian and Simon for making the slides available and to the ARHS for preserving the historic photographs.

For the May meeting members were asked to bring and show their current modelling project, in progress or completed. Time was also allocated to plan and discuss the Exhibition arrangements.

After the usual meet and greet session, Graham Watson welcomed Simon Clarendon, one of our members who lives in Narracup, near Albany, to the meeting. Graham also announced the auction of an Adrian Gunzburg's *History of WAGR Locomotives* which took place during the evening.

Simon Mead reported that he was preparing the *Boyanup* layout for the Exhibition and that no problems were anticipated at this stage. A good number of members are on the roster to operate the layout and we thank them for their contribution. Graham also asked members to contribute some time to helping out at the Exhibition to make it the success we have become accustomed to.

Bill Gray reported on his visit to the Queensland AMRA Model Railway Exhibition which was featured on Channel Two's national news report on Sunday 3 May.

Tony Kelly announced there would be a twelve week delay in launching the new Tram book due to unforeseen circumstances but all orders would be acknowledged in the fullness of time. Graham added that the much anticipated book on the history of the Railway road bus service was still on the way. Watch this space.

Stuart Mackay showed members two recently released books that he thought would interest members which included the beautifully updated ARHA Museum Guide, edited by Bill Gray, and Chris Fitzhardinge's *Trainee to Train Controller* which is a fascinating photographic account of Chris's twenty years as a locomotive driver. The book has a similar format to Simon Barber's very successful book, *Changing Before Our Eyes* which has now completely sold out. Both books are expected to sell at an attractive introductory price up to and including the Model Railway exhibition in June.

Graham Watson announced that Railwest Models has two Bank inspectors vans and two one-piece D vans available and Stuart Mackay said that X-class Models have X class locos for those who ordered them but was waiting on wheels and axles from suppliers. Stuart also advised that Bachmann DD40 mechanisms will not be available until December.

The final announcement was that nine AMRA/ARHS members supplied 47 S scale locomotive models for the very successful ARHS Enthusiasts Day at the Bassendean Railway Museum on Sunday 2 May.

The Bring and Show kicked off with Simon Mead showing the buildings from *Boyanup* which he has been dusting off for the Exhibition. When first exhibited in 1997 the many structures were scratch-built by a group of members included Roger Palmer, Rex Vellander, Murray Hartzler, Kieran Wright, Stuart Mackay and the layout was assembled at Graham Watson's house with the help of Lynton England and a veritable crew of workers who helped it all happen.

Stuart Mackay and **Gary Gray** showed the patterns they and John Hatch have been making for their very ambitious V class locomotive kit. Sixteen members expressed interest in the kit which will just about fill the run they plan to do.

Murray Hartzler showed five S-scale motor vehicles he picked up recently including a Ford Galaxy, a Jeep, a SWB Land Cruiser and a Mr Whippy van which all ran on WA roads in the 1960s.

Rob Clark showed the latest decals he has made for MRWA wagons. These decals will be very helpful for modellers who wish to produce one or two wagons for the October MRWA Challenge [see above for details]. These decals and Rob's WAGR decals will be a great boon to modellers in this scale.

Neil Blinco showed the decals Rob supplied for his EA cold storage van and the five platform coaches he has been building by modifying Railwest kits which included 2 ARS coaches with six wheel bogies, an AV dining car, an AQZ from an ARS and an AQZ with dust shields. Each of the coaches are numbered and lettered using Rob Clark's decals. These are very nice models which will debut on *Boyanup* at the Exhibition.

Phil Knife showed the ACL coach he has been assembling from a Railwest kit. Phil says it is more difficult to build a coach kit than a locomotive. Many present were not sure Phil is correct but, either way, we can be sure his ACL will be one of a very high standard running on a mixed train in the near future.

Peter Edwards who has been assembling his Railwest S class locomotive showed how he will be installing a sound decoder in the locomotive and tender. We look forward to seeing and hearing the finished model which is one of Railwest's best kits.

John Hatch showed the electric signals he has been building for his Pinjarra layout and the turret he has been making for the V class locomotive kit described above.

Graham Watson showed the British S scale whitmetal 4-wheel wagon he has assembled and modified to resemble a WAGR wide bodied H wagon.

Once again, a very successful meeting was over so if you are considering taking up modelling the WAGR or MRWA in S scale you will be made most welcome at our meetings. The S Scale Special Interest Group is a very active group of AMRA modellers which meets on the second Monday of every month at 2000 at the WA Branch Clubrooms in Moojebing St, Bayswater – visitors are always welcome.

Contact Stuart Mackay at <mackays@iinet.net.au> for general information about the S Scale Group. Bill Gray, <william_gray@optusnet.com.au> is the WA contact for the Australian S Scale Modeller and is always eager to receive articles for publication.

Great Western Railway Modellers Special Interest Group's May meeting subject was the GWR Coal Traffic. Coal was *King* in Britain for much of the nineteenth century and the first half of the twentieth century. Production of coal by deep mining [as distinct from open cut or open cast mining, which was not introduced into the U.K. until the late 1940s] reached 200million tons per annum about 1890. The average annual production over each of the next eleven brackets of five years was from 202million tons to 302million tons [this latter figure occurred in the years 1910–1914].

The coalfields of Britain were widespread, although there was very little below a line drawn from the Wash in the east of England and the mouth of the River Severn in the west. South of that line apart from several smaller areas around Bristol and one area on the Kent east coast there was nothing. They were all virtually contained in a great series of rocks known as the Carboniferous Formation laid down between 345million and 280million years ago over a vast area from Central Scotland to Southern England including North and South Wales and the changing conditions of deposition, varying from deep water to swamps, caused variation in the nature of the rocks formed.

As the sediment was laid down to form these rocks it contained enormous amounts of plant materials which became subject to both partial decay and the effects of heat and pressure. The different kinds of plant material and the degree of change which occurred have produced coals of many different chemical and physical properties. These, in turn, affect their behaviour in use and certain coals, perfect for one job are useless for others. Although there are many methods of classifying coal according to its properties, the easiest method is to classify them in the following broad terms –

House coal	[domestic purposes]
Manufacturing coal	[general industrial use]
Gas coal	[gas making]
Coking coal	[coke making]
Steam coal	[steam raising]

The Carboniferous era ended in a massive series of earth movements and the strata were slowly forced into series of ridges which were then fractured and broken by faults. The coal measures on the crests were worn away by weathering while much of that in the troughs was covered by younger rocks. As a result the original five main basins were broken down into some twenty plus coal-producing areas in four of the original main basins. These are the Scottish, Northern, Midland and Southern Groups [South Wales etc]. The fifth basin, the Devon and Cornwall, had no workable seams. Of the four areas, the Great Western did not service the Scottish Group nor the Northern Group of coalfields, so we need only look at the Midland Group and the Southern Group of coalfields.

The Midlands Group of coalfields serviced by the GWR –

Northern Wales coalfields – These coalfields lay within the counties of Flint and Denbigh and were the marginal outcrop of a great coal measure lying under the Cheshire Plain. In the County of Flint, the workable area occupied a very narrow strip on the Dee estuary and was exhausted before WW2. The majority of the output was consumed within the coalfield area being used for domestic purposes, general industry, carbonising industries and the railways.

Cannock Chase and South Staffordshire coalfields – These coalfields occupied an area of some 150square miles to the north-west of Birmingham. A complex area of faulting divided the area into two distinct parts – The Cannock Chase coalfield in the north and the South Staffordshire [or Dudley] coalfield in the south. An unusual feature of the coalfield was the existence of the thick coal, some seams up to 30ft. in thickness and known locally as mitre coal. A very large proportion

of the output was used for domestic purposes in the West Midlands followed by general industry. Bands of harder coal appeared in places and these hards were used as locomotive coal.

Warwickshire coalfield – The coal measures of Warwickshire lay in an elliptical basin some 24 miles long by 8 miles wide at the centre and contained around fifteen seams of good workable thickness and quality. In addition to providing domestic coal, some seams contained bands of hards, a dull coal of unusual purity. These were known as spires and were marketed for special purposes such as annealing and biscuit making.

Forest of Wyre, Coalbrookdale and Shrewsbury coalfields – These small coalfields lay to the west of the Cannock Chase field, the Shrewsbury field not being worked after WW2. The small grades [peas] were sold for electricity generation and for general industry and the larger grades [beans, nuts and cobbles] were sold for domestic use.

The Southern Group of coalfields serviced by the GWR. The coalfields of South Wales, the Forest of Dean and Bristol and Somerset were originally united in a single coal measure basin and a characteristic feature of this basin was the division of the coal measures into upper and lower productive series. The measures were separated by beds of sandstones and shales, known as the Pennant series and these contained little coal of value.

Forest of Dean coalfield – This coalfield lay on relatively high ground in Gloucestershire between the Rivers Severn and Wye. The field had about 12 seams but 95% of the output came from one seam, the Coleford High Delf. General industry was the biggest consumer but appreciable amounts went to gas works, electricity generating stations and the domestic markets.

South Wales and Monmouthshire coalfield – The coalfield was basically an oval basin some 50 miles from east to west, 15–20 miles wide with a westward continuation about 4 miles across the south of Pembrokeshire. The field, which sloped gently from north to south, was crossed, particularly in the eastern part, by a number of deep narrow valleys running NNW to SSE, which had considerable effects on mining development.

To a greater extent than in any other coalfield, the seams were worked by drift mining [rather than pit mining] and despite the great thickness of the coal measures, the lower seams were accessible over the majority of the field. This was fortunate for it was the lower series which contained the most valuable seams and accounted for most of the South Wales output.

The anthracite and dry steam coals found in the western half were used for gas production, stoves, malting, hop-drying and for the treatment of other foods where extremely low arsenic content was essential. Eastwards of these coals the output was used for steam raising and domestic purposes. East and south of a line joining Ebbw Vale, Blackwood, Pontypridd and Maesteg the coals were largely used for carbonisation in coke ovens. Finally, the coal in the extreme east was largely used for gas production, mainly in South Wales steelworks and gasworks.

Bristol and Somerset coalfield – Although this coalfield covered a basin of some 250 sq. miles, much of the area was covered by younger rocks and working it was limited to exposed areas of coal totalling some 70 sq. miles. Although it contained the most valuable seams, the lower series was very deep and faulted and accounted for only about 10% of the output. The coal was used for metallurgical coking and gas making. Large tonnages also went to gas works in the southern and south-western counties and general industry formed the next largest consumer.

How much coal came from these coalfields? –

Although the GWR dominated the Cannock Chase, Forest of Wyre, Coalbrookdale and Shrewsbury

coalfield, it did not have it all to itself in some others.

- Some of the output of the North Wales coalfield was siphoned off to the LMS by way of the former Wrexham, Mold and Connah's Quay Railway which connected to the former L&NWR North Wales line at Connah's Quay.
- The LMS also shared the output from the Forest of Dean coalfield by way of its branch line which crossed the River Severn having branched off the former MR main line from Birmingham to Bristol.
- The LMS winkled its way into the South Wales coalfield, firstly by way of the former L&NWR *Heads of the Valleys* line from Abergavenny to Merthyr with its tentacles stretching southward into some of the valleys and secondly by way of the former MR outpost line between Brynamman and Swansea with running powers over GWR lines to get to Brynamman.
- The S&DJR [jointly operated by the LMS and the SR] crossed the Somerset coalfield. In the other Midlands Group coalfields [South Staffordshire and Warwickshire], the GWR played second fiddle to the LMS.

The facilitation notes now give two Tables, one listing the tonnages for the various GWR Districts for a 4week period in April 1929 and the second lists the annual tonnages of coal, coke and patent fuel carried by the GWR from 1913 to 1946.

From these tables it can be seen that the output of coal from the South Wales and Monmouthshire coalfield was by far the dominant source of coal traffic on the GWR [81%+], eclipsing the combined outputs from the North Wales coalfield, the Midlands coalfields, the Forest of Dean coalfield and the Somerset coalfield. There are other reasons to support this statement and they are listed in the facilitation notes.

What wagons were used for the coal traffic hauled by the GWR?

Private Owner Wagons – Most of the coal traffic originating on the GWR for shipment [either as export coal or as coal bunkers] or for landsale [inland buyers] was carried in privately owned wagons. In March 1936 approximately 2,500,000 tons of coal were carried in privately owned wagons on the GWR as against just 73,000 tons in GWR owned wagons. In South Wales Shipment coal was exclusively carried by privately owned or hired wagons. Most of the ship loading equipment was designed to handle the venerable 7-plank, 9ft. wheelbase, 12-ton open wagon with side-doors and an end-door hinged on its upper edge. The private ownership of the wagons was proudly proclaimed on their sides. Refer the photograph on page 12 of the Notes.

Loaded coal wagons were worked in block trains from the collieries in the valleys to the docks usually by 0-6-2 tank locomotives working bunker first. Return workings of the wagons to the collieries, some possibly loaded with pit props, was also worked by block train with the locomotive having to work harder uphill with its smokebox leading [this in order to keep the firebox crown covered by boiler water].

Landsale coal destined for domestic, commercial and industrial use was also carried by privately owned wagons. The type of wagon used varied somewhat according to the end user's needs. There were several varieties of 5 or 7-plank wagons of 8, 10, or 12-tons and also there were steel-bodied wagons of the 20-tons Felix Pole type. A variety of GWR locomotives pulled these trains depending on the length of the train and the distance to be travelled.

(Continued on page 18)

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

June

Friday	25	[9]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	26	[10&11]	The Branchline assembly General Activities
Tuesday	29	[12&1]	Daylighters Group – daytime meeting
Wednesday	30	[2]	British Railways Special Interest Group meeting – BR Shock Wagons and Shock Vans.

July

Friday	2	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	3	[4]	General Activities
Monday	5		Planning a Small Layout – What to consider and what is important. We will be starting from scratch to build a small end to end layout for loco and vehicle testing for both DC and DCC with a programming track and will be for both 16.5mm and 9mm track.

Tuesday	6	[5]	Daylighters Group – daytime meeting
Wednesday	7	[6]	LNER Special Interest Group meeting – Gresley Corridor Coaches with Roy Goodyer
Friday	9	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	10	[8]	General Activities
Monday	12	[9]	S Scale Special Interest Group meeting – Bring and show and train running on <i>Swan View</i>
Tuesday	13	[10&11]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	14		DCC Special Interest Group meeting – venue Naval Base
Friday	16	[12&1]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	17	[2]	General Activities
Tuesday	20	[3]	Daylighters Group – daytime meeting
Wednesday	21	[4]	Great Western Railway Modellers Special Interest Group meeting – GWR double-frame narrow gauge (4ft 8½in) locomotives.
Friday	23	[5]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	24	[6]	General Activities
Tuesday	27	[7]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	28	[8]	British Railways Special Interest Group meeting – some modelling problems [couplings, lubrication, weight of wagons].
Friday	30	[9]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	31	[10&11]	General Activities

August

Monday	2		Putting Pen to Paper , Planning of a Small Layout, Different methods and orders
Tuesday	3	[12&1]	Daylighters Group – daytime meeting
Wednesday	4	[2]	LMS Modellers Special Interest Group meeting – How I would model an LMS Terminus Station, large or small I have always admired if I had unlimited space, time and money.
Friday	6	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	7	[4]	General Activities
Monday	9	[5]	S Scale Special Interest Group meeting – Bring and show one of your scratch built models or structures and train running on <i>Swan View</i>

Tuesday	10	[6]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	11	[7]	DCC Special Interest Group meeting – venue AMRA WA Clubrooms
Friday	13	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	14	[10&11]	The Branchline assembly General Activities
Monday	16		Annual General Meeting
Tuesday	17	[12&1]	Daylighters Group – daytime meeting
Wednesday	18	[2]	Great Western Railway Modellers Special Interest Group meeting – GWR open merchandise wagons.
Friday	20	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	21	[4]	General Activities
Tuesday	24	[5]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	25	[6]	British Railways Special Interest Group meeting – BR trip working locomotives.
Friday	27	[7]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	28	[8]	General Activities
Tuesday	31	[9]	Daylighters Group – daytime meeting

(Continued from page 15)

GWR owned LOCO COAL wagons – Most locomotive coal used on the GWR was steam coal from the South Wales and Monmouthshire coalfield. There was a general scheme of regular distribution, a certain tonnage being allocated to each locomotive depot or engine shed. Large depots like Old Oak Common and Bristol received about 3000tons weekly whereas in places such as St. Ives, where about 20tons per week were required and Brixham needing only one ton per week [!], the coal was transferred direct from wagon to locomotive. In all there were 140 coaling stations on the GWR.

With a few exceptions locomotive coal wagons, whether loaded or empty, were attached to ordinary goods trains. 2288 steel-bodied 10-ton coal wagons were built to various diagrams by the GWR between 1889 and 1905. A further 140 wagons were built in 1905 and these were 12-tonners.

Between 1904 and 1910 the GWR also built 27, steel-bodied, 40-ton bogie locomotive coal wagons. These were the largest locomotive coal wagons built for any British railway company and they all had five drop down side doors on each side. The pattern of steel bodied wagon development was also followed in the 1703 20-ton locomotive coal wagons built by the GWR between 1898 and 1924 and the 1085 Felix Pole type wagons built by the GWR [and BR] between 1925 and 1949. Hopper wagons, discharging their load in bulk might not be expected to have a role in the GWR locomotive coal fleet but the GWR did have 104 hopper wagons for delivery of coal

to its own industrial plants – the gas works at Swindon Works and the power station at Park Royal [London]. They were also used to remove ash from locomotive depots.

GWR owned large capacity wagons for hire to collieries, etc. – In 1921 when Sir Felix Pole became General Manager of the GWR, coal was being conveyed in open 4-wheel wagons of 10 to 12tons capacity and almost entirely owned by the colliery companies or by the larger coal factors and coal merchants in London and elsewhere. Sir Felix became an fervent advocate of larger coal wagons which, by taking up less space on the line per ton conveyed, would be more efficient to handle. The result was the Felix Pole steel bodied, 20-ton, end tipping wagons. The GWR built 971 Felix Pole wagons between 1924 and 1929. The wagons were offered to the collieries and others on a redemption hire basis [hire purchase] and a 5% reduction in carrying charges was offered for coal carried in 20-ton wagons.

The scheme was only a qualified success. In fact, after several years of persuasion a census in 1928 showed that out of a total of 578,626 open coal and coke wagons, a mere 1709 [or 0.3%] had a capacity of 20tons or more. However, in an attempt to stimulate demand a further 6,000 Felix Pole 20-ton wagons were built by the GWR between 1933 and 1936 and were painted in the full livery of the colliery or company to which they were allocated on redemption hire.

Even with all these inducements, the bottom line for most of the hirers was that they were happy with their traditional wagon fleets and would not, or could not, embark on wholesale replacement by 20-ton all-metal wagons. Such action was only to follow many years later under a state controlled railway system!

The facilitation notes contain more detail than given above plus a map of the UK showing the coalfields followed by several pages of photographs backing up the notes themselves.

New Acquisitions –

Ron Fryer – showed two books from Midland Counties [now Ian Allan Books] – *The Colour of Steam Vol.1 – GW Main Lines* by Nigel Trevenna and *The Colour of Steam Vol. 3 – GW Branch & Main Lines* by P.B. Whitehouse

He then showed two OO scale motor vehicles from Base Toys, a Leyland Low Loader BRS SWINDON in red and a Commer Low Loader WYNN'S HEAVY HAULAGE in red.

Steve Rayner – showed his new Ixion N scale models of two 4-6-0 Manor class locomotives – *FRILSHAM MANOR* in GWR Green and *TORQUAY MANOR* in BR Green. It would appear that Ixion have got it right this time as they look just great and run very nicely.

Alan Porter – showed a book called *Camp Coach Holidays on the GWR* by Mike Fenton, published by Wild Swan Publications.

Ron Richards – showed us a book called *Steam in Cornwall* by Peter W. Gray and published by Ian Allan.

Doug Firth – showed a 20ml spray of K-SHAVE shaving silicone that he bought from Woollies – no good for shaving but excellent for lubricating coaches, wagons, locomotives etc. \$10 from the Men's toiletries section.

Doing Things –

John Brenchley – showed us the latest stage of his GWR Tavistock station build. Now up to

plate height, all the rooms are fully fitted out but not accessible any more.

Barry Peacock – is making a rake of container wagons, which we hope we will see in due course.

Ron Richards – is continuing to lay track and points etc., on his layout.

Doug Firth – showed some small sacks of coal that he has made. The sacks are made from old shirt material and are filled with real coal.

Thanks once again to Alan Porter for the Facilitation Notes which are available on request.

LMS Modellers Special Interest Group meetings are less structured than in past years and the meeting held on 7 April was no different.

Peter Sapte related his favourable impressions of the St. Albans Model Railway Exhibition held on 16 and 17 January [21 layouts] and of the Watford Finescale Show held on 20 and 21 February [12 layouts]. He also told of the Christmas present he had received from his No. 2 son – Matthew – a day visit to the National Railway Museum at York [*which is free admission! However, it seems that Matthew paid the substantial train fares from London to York but he got a 50% refund of the return part of the fares due to the train back to London being almost an hour late!*]. At the Museum they had the good fortune to see, among many other goodies, the new LNER Class A1 replica 4–6–2 *Tornado* returning in steam after a test run out on the main line and three other top link locomotives of the Big Four which are on display – *Mallard*, the beautiful crimson lake liveried streamlined *Duchess of Hamilton* and *King George V* over the pit, enabling a look at its immaculately clean under works. Also to be seen was *Flying Scotsman* but looking more like a kit of parts for a 12in/ft model!

Peter also showed the work he was doing during this visit to Perth assembling a Dave Alexander white metal kit with etched brass detail bits – the kit is of the unique 827hp diesel electric locomotive No. 10800 which the LMS ordered from British Thompson–Houston [BTH] and the North British Locomotive Company in 1946 but it was not delivered until 1950. This unique locomotive later became the design basis of the BR Class 15 and Class 16 diesel electric locomotives.

It was early days with the kit but Peter was making an excellent job of its assembly. Great white-metal castings but he was having difficulty in interpreting the manufacturer's instructions that came with the kit [nothing unusual in that!]. He had been helped by an illustrated article on building this kit which appeared in the July 2009 issue of *Model Rail* but he sought further assistance from Alan Porter who loaned the RCTS book *LMS Diesel Locomotives and Railcars* which has ten pages of text and five photographs and *British Rail Main Line Diesel Locomotives* which has a drawing, a page of text and four photographs. Using these references Peter completed assembling the kit and having painted it plain black and numbered it 10800 he was able to show it to a meeting of the British Railways Modellers SIG later in April – and a very nice job he made of it too.

Steve Rayner showed a number of N scale private owner wagons obtained from Hattons at £6.00 each – *KOBO*, *R. Fred Cole* and *Lilleshall Limestone* by Graham Farish by Bachmann and *Littleton Colliery Ltd.*, *Partington* and *Hatfield Main* by Dapol [of which Steve says the quality is now as good as that of Graham Farish by Bachmann].

Alan Porter showed the 2010 catalogues from Hornby and Bachmann and paperback biographies on Sir Henry Fowler and Sir William Stanier published by Oakwood Press.

The meeting then turned to the pipe dreaming topic for the night – How I Would Model an LMS Main Line Station I have Always Admired if I had Unlimited Space, Time and Money [and What I

would Actually do with the Space, Time and Money I can Spare].

Without going into the details of how many football fields would be required for each of the members' pipe dreams nor how they would tackle their dream station in real life, the following stations came in for mention –

Shane Busing lusted over Carlisle, reckoned to be about 2 miles east to west and about 1½ miles north to south to take in all of the lines, yards, loco depots, etc. of the LMS constituents [LNWR, MR, Caledonian Railway, Glasgow & South Western Railway and Maryport & Carlisle Railway] and all of the lines, yards, loco depots, etc. of the LNER constituents [North Eastern Railway and North British Railway. A big ask, even in Shane's N scale!

Peter Sapte was keen on the Willesden area which is about the same size as Carlisle if the various LNWR, MR and GWR lines are to be included. More a nightmare than a pipe dream if Peter wants to do it in 4mm/ft scale!!

Steve Rayner, not to be outdone, nominated two places for his pipe dream. First one was Bristol Temple Meads which occupies about a mile square – still a big area even when done in N scale as Steve does. His other choice was Loughborough Central which was [and still is] quite small by comparison with what had gone before! No track plan was available so there was no great amount of laughter by the other members about this choice.

Steve Cooke favoured Market Harborough – a seemingly simple place where the MR's Leicester to Wellingborough double-track line ran parallel to the LNWR's Rugby to Luffenham four-track line but with the two stations side-by-side, the LNWR loco depot, the Esso oil depot, the interchange sidings and the two separate goods yards, it was really very complicated with seventeen parallel tracks at one point and about a mile in length [N-S] and about 800 feet [E-W]. Don't wake up Steve!

Finally **Alan Porter** came up with three choices –

- Ambergate, a tri-angular station on the ex-MR double-track main line north from Derby where the double-track main lines to Manchester and to Sheffield peel off.
- Tamworth in the Trent Valley where the ex-MR double-track line between Derby and Birmingham crossed at right angles over the ex-LNWR double-track main line from Rugby to Stafford, with each company having its own station and with interchange sidings.
- Bangor on the ex-LNWR North Wales main line – very modellable with a tunnel at each end of the station but with the goods yard spread out at right angles to the main lines.
- Each of these pipe dream layouts was as wide as it was long and would have required a very large community hall to have justice done.

Altogether a very pleasant evening with much mirth at each suggestion.

The Group's June meeting was less well attended than usual – you could count the members present on the fingers of one hand!

Alan Porter showed some of his recent acquisitions –

- from traders at the Model Railway Exhibition –

- a. a Rolling Road set of six rollers [fitted with top quality ball-bearings] which, when placed on a piece of powered track and set up to suit a locomotive's wheel spacing, enables the testing of a locomotive under construction or after repair, particularly when running at low revs. to allow checking of the operation of outside valve gear.
 - b. a litre of iso-propyl alcohol for thinning acrylic paints for use in an air-brush [Alan Higgs says methylated spirit [ethyl alcohol] is equally as effective]
 - c. a pack of twenty Hornby 14.1mm diameter metal wheels on pin point axles for a trial to improve the rolling ability of a couple of old Tri-ang Caledonian Railway coaches which rolled like a brick – see later for the proof of the pudding!
- two books from Ian Allan Plus [formerly Midland Counties Publications] in UK –
 - a. *Railway Modelling The Realistic Way* by Iain Rice and published by Haynes Publishing. Alan had seen this 352–page book at the Convention of the New Zealand Association of Model Railway Clubs held at Easter and to which Iain Rice, who was the guest speaker, had brought a few copies. Iain is an excellent speaker and much of what he presented at his five or six clinics is contained in this book. It's an excellent overview of just about every aspect of railway modelling and maybe the Branch Library should buy a copy.
 - b. *The Hughes and Stanier 2–6–0s* by John Young & David Tyreman and published by the Railway Correspondence and Travel Society as one of their series on the Locomotives of the LMS. This book covers the 245 LMS Crabs and the 40 Stanier version [sometimes called Camels] and has just about everything an LMS modeller needs to know and a lot more as well!

No-one else had brought any New Acquisitions so it was straight on to Current Projects and again it was only Alan Porter who showed evidence of actually having done some modelling! Maybe the cause of this was the pressure that the others had been experiencing in getting the Exhibition ready to go!

Anyway, Alan showed some of the products of his three-day stint on the Exhibition's BRMA Demonstration Stand. He described and showed examples of how he had made a large number of wagons sheets [tarpaulins] using photocopies [on different weight papers] of now out-of print commercial products and how over the years he had changed his methods of producing removable loads of bulk minerals such as coal and sand –

- changing from balsa to card as the base material to support the glued-down load
- changing from having a chamfered block under the base to allow tilting of the load to burying a piece of steel in the load to allow a magnet to remove the load
- a more recent development of using Glad Wrap to protect the inside of a wagon while gluing the loose bulk material to the card base with 50% diluted PVA in situ in the wagon rather than on the work-bench, thereby making it so much easier to get the bulk load right up the edge of the card base.

He also showed an example of a chained load of 18 telegraph poles made from satay sticks.

Finally he described how he had improved the rolling ability of two old Tri-ang Caledonian Railway carriages by replacing the plastic wheels with Hornby metal wheels with pin-point axles and, more importantly, by applying a little drop of *King of Shaves* [silicone technology Kinexium Shave Oil, available from the Shaving Aids section at any Woolworths supermarket for a bit over \$10] to the

pin-point axles. The proof of the pudding was demonstrated on that uphill gradient on the outer circuit of the *Haltwhistle* layout which does cause many locos to slip – an unmodified Tri-ang Caley coach rolled about six inches down the grade after a standard nudge but one which had received the full treatment of new metal wheels and *King of Shaves* lubrication rolled some six feet or more into the tunnel at the foot of the gradient!

And then it was on to the topic for the meeting – How I Would Model an LMS Branch Line Station I have Always Admired if I had Unlimited Space, Time and Money [and What I would Actually do with the Space, Time and Money I can Spare]

Alan Porter confessed that he had never really seriously thought of modelling an LMS branch line station, other than a terminus, but after a trawl through the two volumes of *An Historical Survey of Selected LMS Stations – Layouts and Illustrations*, he had come up with a selection of branch line stations he would tackle if he had a few more lifetimes! They are [or were] –

Newport – a double-track through station on the ex-LNWR line between Crewe and Wellington with two wagon turntables one on either side of the main lines and connected by a single track at right angles to the main lines! With a length of about 1500 ft. and a road over-bridge at one end, it could be modelled in 4mm/ft without any compression into an area of about 20ft x 3ft but not allowing for the two fiddle yards.

Seaton – a double-track through station on the ex-LNWR Rugby to Peterborough line with a double track branching off to Wansford. Further towards Peterborough, a single-track branch went off to Uppingham. Seaton was a neat little station with two branch line bays, good shed, a carriage loading dock, a contractor's siding and a gated level crossing, all of which in 4mm/ft scale could be fitted into a space of about 17ft x 2ft without any compression but not allowing for the two fiddle yards.

Upton-on-Severn – another double-track through station but this one was on the ex-MR line between Ashchurch and Malvern Wells. A simple layout with two mileage sidings set at an angle to the curved main line, a run through goods shed and a long headshunt. If the angle of the mileage sidings was reduced a bit and the headshunt shortened a bit also, it could all be fitted into a space of 10ft x 3ft [but not allowing for the two fiddle yards] when modelling in 4mm/ft scale.

Bettws-y-Coed – a single-track through station on the ex-LNWR line between Llandudno Junction and Blaenau Festiniog. Although curved at one end, it had three platform faces [and therefore three passing loops], two signal boxes, a cattle dock, a slate wharf, an old engine shed and an impressive station building complete with a refreshment room. To be modelled in real life in 4mm/ft scale [and not in a pipe dream], it would have to be shortened a little and the curve at one end would have to be straightened a bit to fit into a space of about 20ft x 3ft but not allowing for the two fiddle yards.

Harborne – the single-track terminus station of the ex-LNWR Birmingham suburban branch line that came off the Wolverhampton to B'ham New Street main line. Two platforms, a goods shed, a horse and carriage landing, seven coal merchants' offices at one end of the yard, seven coal-stacking grounds at the other end and houses and industries backing onto the station. A most interesting feature was a turntable at the end of the two platform roads, enabling a tender locomotive to be turned before it ran round its train. Quite compact, with a bit of straightening of the approach line, it could easily be fitted into a space of 20ft x 3ft without any compression but not allowing for the fiddle yard.

All of which meant that Alan did not have to pipe dream all that much but he will need at least another lifetime to tackle even one of these stations!

No-one else had any pipe dreams or modelling nightmares on this occasion but they should all come to the next meeting on 4 August when the topic will be How I Would Model an LMS Terminus Station I have Always Admired if I had Unlimited Space, Time and Money [and What I would Actually do with the Space, Time and Money I can Spare].

See you there!

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Richard Johnson	9437 2470
Great Western Railway Modellers	Roger Solly	9444 7812
Large Scale	Jim Gregg	9298 9442
LNER	Steve Rayner	9379 1147
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

From the Scribe's Quill

Due to his involvement in the recent Exhibition and also dealing with some urgent personal issues our Secretary has been unable to provide the usual extracts for our Management Committee meeting Minutes. He tells me that these will be provided in the next issue.

Management Committee Submissions. The Management Committee frequently receives items for consideration shortly after a Committee meeting has been held. This means that these items do not get considered until the next Committee meeting up to four weeks later. In an effort to resolve this problem we publish the deadline date for submissions to be received by the Branch Secretary – Committee meetings are normally held on the third Thursday of each month. Items can be posted to the address on page 2 of this issue or placed in the Secretary's pigeon hole.

The **Submission deadlines** are –

Submission deadline	for	Committee meeting
10 July		15 July
14 August		19 August
11 September		16 September
9 October		14 October

Membership Matters

Up to the deadline for this issue no new members had been registered since those acknowledged in the April issue.

To those members who have joined since our Exhibition, welcome, please make yourselves known next time you visit our Clubrooms. We can guarantee you will receive a warm welcome.

To Back-up or Not to Back-up

In the last issue of *The Branchline* we promised, in the article *Have You Got a UPS?*, to give some guidance on backing up your computer.

What is backing up? In simple terms it means making a duplicate copy of the files on your computer so that if a catastrophe occurs the files can be reinstated.

There are several ways of backing up your files –

1. By using the back-up system that is part of the Windows operating system
2. By copying the files onto a second internal hard drive – assuming you have one installed.
3. By copying the files onto CDs/DVDs
4. By copying your files onto a separate, external hard drive.
5. By copying everything on your hard drive onto a separate, external hard drive – your files, installed software programmes and operating system – effectively making a copy of your internal hard drive.
6. Some anti-virus programmes also offer a back-up facility, usually as an additional paid for option.

Option 1 – I'm using Windows XP Professional, if you are using a different version of Windows use the HELP facility for information on FILE BACK UP.

In XP select START/ALL PROGRAMMES/ACCESSORIES/SYSTEM TOOLS/BACK UP, this will bring up the Back Up and Restore Wizard window, then just follow the instructions.

This method has limitations as, for highly technical reasons, it may not be possible to reinstate the files using a different operating system or a later version of the software used to produce the original files.

Option 2 – Obviously requires that there is a second hard drive on the computer and is relatively simple to do by doing a drag and drop move with each primary folder. For example if you drag and drop the folder My Documents every secondary folder and document in My Documents will move.

Option 3 – Requires that you have CD/DVD drive and CD/DVD burning software installed. As the amount of data that can be burned onto a DVD is limited [the ones I am using hold about 4.7GB] I would use this method for copying important/treasured things such as family history files or photographs and important documents for example.

Option 4 – External hard drives that can hold huge amounts of data are readily available, one I saw advertised recently will hold 1TB of data, plugs into a USB port and retailed for about \$120. Smaller versions are available and would probably have a large enough data capacity if you only need to copy your files/folders.

Option 5 – The 1TB external hard drive would be the one to use for copying everything on your internal hard drive. It would take time, just leave the computer to do the work while you are in bed asleep!!!

Option 6 – Your files, etc. are stored in the anti-virus manufacturers facility. Check what is available, how to access it and your files if needed, what it will cost you, etc.

As with most things connected with computers we would strongly recommend you seek expert advice on either of Options 4, 5 or 6.

Model Railway Exhibition

Some members may not have made it to our Exhibition, so, just to give you an indication of what you missed here are some photographs. If you want to see these and about seventy others in colour go to our web site. Alternatively, you could elect to receive your copy of *The Branchline* electronically, this way you will be able to view all the colour photographs we publish in colour.



Exhibit 2

Our Branch's *Port Eb*
O Scale layout

Exhibit 3

Train World Pty Ltd
from East Brighton Victoria



Exhibits 21 and 22

Our Branch's *Ossie Gully* and
Durham Town U-Drive layouts.
The purple topped canister in
the corner is for donations to
the Starlight Foundation

Exhibit 39

Fremantle and Districts
MRA
N Scale *Alpine Glimpses*
layout



Exhibit 36

David Weber's
Sylvaplana
Swiss Alps HO scale
layout



Exhibit 33

part of Albany MRA's
N scale T-Trak
modular display



Exhibit 5

part of the Northern Districts Model Engineering Society's static display



Exhibit 70

Connor Bombak's
Thomas on the Move
layout

Exhibit 71

part of the Perth Adult
Lego Society's display

You must have seen this
operating lifting bridge
on Channel 7's *Today*
Tonight current affairs
programme!!



Judging Coordinator's Comments

Talk about being thrown in at the deep end! It's horrible if you can't swim!! Well that's what happened to me when Frans Ponjee rang me on 23 May to tell me that our Vice President, John Maker, who has been the Judging Coordinator at the past three Model Railway Exhibitions, was in hospital having suffered a severe heart attack a day or so earlier.

Although I am no longer on the Management Committee, Frans invited me to an emergency meeting of our Committee two days later to, perhaps, input to the solution of 'what shall we do about the Exhibition judging this year?'.

Well, the swimming analogy with which I have somewhat torturously started this piece isn't quite true, for I do know how to swim – I have done judging at the annual Model Railway Exhibition for some years [until I found walking up and down those enormous halls at the Showgrounds to be beyond what my knees could cope with] and I had also coordinated the judges in earlier years. So it wasn't exactly that I couldn't swim.

In fact, I decided to dive in at the deep end, by offering to do as much as possible of what John would normally have done. The Management Committee didn't drag me out of the water – in fact, they said "keep swimming"!

There were only ten days before the Exhibition opened but I was fortunate to have the Committee select and advise the judges who I was to coordinate and I was grateful to Lyn Nichols who had electronic copies of the documentation that John had used last year – except that when she sent it to me by email, I discovered it was in NotePad format and the text could not be modified, massaged or anything else! John Maker is normally my computer guru but without his guidance I discovered how to convert to Microsoft Word and from there on, I was away!

A week after my appointment, I managed to get the Judging Guidelines for The Bill Gardner Cup, The Richard Smart Memorial Cup, The Class 24 Trophy and the Dioramas out to Murray Hartzer, Barry Keens, Niels Kroyer and Tom Stokes [who as a first-timer would work with Niels] and to get the Judging Guidelines for the AMRA WA Branch Trophy for the Best Presented Exhibit out to Lyn Nichols, Kathy Price and Tony Poole.

A day later I was able to supply Frans with handouts to exhibitors explaining in detail what trophies were to be awarded, the criteria by which they would be judged and the relativity of the points for each criterion. Having been given these handouts before or at the Exhibition, no exhibitor would then be able to say "I haven't been told how the judging works".

The Judging Sheets and the Jack Stanbridge Voting Forms were prepared a day or so before the Exhibition and when the Exhibition opened I was ready to coordinate those seven members who had been selected by the Committee to act as judges.

However, I was somewhat concerned that we usually have about twice as many folk to tackle the judging tasks and I was also concerned that a couple of those chosen by the Committee were first-timers. Things got worse when I found that Tony Poole was fully engaged in assisting Frans in general control of the Exhibition. It was bit like those green bottles on the wall – starting off with seven judges, I now had only six judges – four to judge the 33 operating layouts and the dioramas [of which fortunately there were none] and two to judge the presentation of the 50 exhibits other than the traders!

Nevertheless, their judging tasks were completed on time and one of the judges took on some extra tasks. My thanks to them all.

It had been decided by the Management Committee that the judging of the operating model railway layouts would follow the procedure first introduced in 2007. On the Saturday morning, the judges would make a preliminary and subjective assessment of which layouts they felt were likely candidates to be in the first three when judged formally according to the judging guidelines. I also made a subjective assessment of the operating layouts and when the four judges [two of them acting as a team] and I met at 1300 that day, we had four sets of subjective assessments to consider.

There were five layouts on which there was unanimous agreement and there were another six layouts on which had been given a nod by three of us, so it was decided to judge formally those eleven layouts. This left 22 operating layouts that were not formally judged and this is regretted but it has to be recognised that it would have been an impossible to judge formally all 33 layouts in the day and a half available before the awarding of the cups and trophies.

The judges completed their judging by late on the Sunday afternoon, although one judging the presentation of the exhibits and missed a couple of stands. I judged most of those that had not been judged by that judge and one of the judges of operating layouts, having finished those tasks, helped out by going with the other judge to confirm the top scores that had to that point been awarded. Consequently, I am confident that the judging of presentation of the exhibits has given the right order of placement, although I doubt the absolute scores awarded.

About 1630 on Sunday, I sooled [*sool = to attack or snap at*] Murray Hartzer on to those exhibitors who had not by that time returned their votes for the Jack Stanbridge Trophy. Murray is a big fellow and as a result I had a 100% return of votes!

I am also most grateful to Craig Hartmann who brought in his lap-top computer and who entered the judges' scores as they became available. I was able to advise Frans Ponjee of the results in time for the presentation of the cups and trophies on Monday morning before the general public was admitted.

The top three placings in each judging category are given below. I understand that, as in 2009, a copy of the full judging results tabulation will be available by email or by post. Exactly how this will be done is yet to be determined but interested exhibitors should contact AMRA WA at PO Box 60, Maylands, WA. 6931 no earlier than 25 June.

John Humphrey was the winner of The Bill Gardner Cup, The Class 24 Trophy, The Richard Smart Memorial Cup, The Jack Stanbridge Trophy and The AMRA Trophy. It's the first time that one exhibitor has taken all the trophies awarded during an AMRA WA exhibition – congratulations John.

There has been a suggestion that no exhibitor should be able to win more than one award.

I disagree. John Humphrey's success was the result of three different and unrelated judging systems – the judging of operating model railways by selected judges, the subjective opinions of fellow exhibitors of operating model railways and the judging of presentation by selected judges.

Furthermore, The Class 24 Trophy **must** be awarded to the winner of The Bill Gardner Cup if the layout's footprint is less than 24ft² and if a layout wins The Richard Smart Memorial Cup it has a fighting chance of doing well in The Bill Gardner Cup.

Based on my own experience from this year and past years and from the feedback that I have received from some of the judges this year, there may be a need to fine-tune some of the judging criteria. Some examples are –

- a. in the judging for The Richard Smart Memorial Cup how do you assign the 20 points for a backscene when there isn't one?
- b. in the judging for The Richard Smart Memorial Cup how many of the 20 points available for Growing Things can be given when there are no trees or grass to be seen on a model of a grimy, grotty locomotive depot?
- c. in the judging for The AMRA WA Branch Trophy how do you assign any of the 20 points available for lighting when the exhibit is directly below one of the brilliant overhead lights in the hall?

I shall be putting my thoughts to the Management Committee on these and other matters that came to my attention during my stint acting as the Judging Coordinator at this year's Model Railway Exhibition. However, I am pleased to give the job back to John Maker if and when he is fit again!

Alan Porter
Acting Judging Coordinator
2010 Model Railway Exhibition

Trophy Judging Summaries

The Richard Smart Memorial Cup

For scenic excellence

First three places – Maximum points available = 300

Place	Points	Exhibit No.	Exhibit Name	Exhibit Owner
1	252	49	<i>East Pandora</i>	John Humphrey
2	245	8	<i>Alton</i>	Southern Railway Modellers Group
3	234	46	<i>Looe Quay</i>	Les Wyatt

The Bill Gardner Cup

For the Best Model of a Railway (as assessed by modeller judges)

First three places – Maximum points available = 300

Place	Points	Exhibit No.	Exhibit Name	Exhibit Owner
1	251	49	<i>East Pandora</i>	John Humphrey
2	236	8	<i>Alton</i>	Southern Railway Modellers Group
3	235	13	<i>Boyanup</i>	AMRA WA S Scale SIG [Simon Mead]

The Class 24 Cup

First three places – Maximum points available = 300

Place	Points	Exhibit No.	Exhibit Name	Exhibit Owner
1	251.4	49	<i>East Pandora</i>	John Humphrey
2	221.8	46	<i>Looe Quay</i>	Les Wyatt
3	218.8	53	<i>Howlong</i>	Paul Moss

The Jack Stanbridge Trophy

For the best Operating Model Railway as seen by Fellow Exhibitors

First three places – Maximum votes available = 198

Place	Votes	Exhibit No.	Exhibit Name	Exhibit Owner
1	28	49	<i>East Pandora</i>	John Humphrey
2	25	18		Sierra Pacific Modellers
3	16	8	<i>Alton</i>	Southern Railway Modellers Group

The AMRA WA Branch Trophy

For the Best Presented Exhibit

First three places – Maximum points available = 200

Place	Points	Exhibit No.	Exhibit Name	Exhibit Owner
1	200	49	<i>East Pandora</i>	John Humphrey
2	199	2	<i>Port Eb</i>	AMRA WA Branch
3	198	63	<i>Daun</i>	Märklin Group

The AMC Trophy

For the Exhibit Considered Best by public vote

First three places

Place	Points	Exhibit No.	Exhibit Name	Exhibit Owner
1	472	71		The Perth Adult Lego Society
2	402	36	<i>Sylvaplana</i>	David Weber
3	159	18		Sierra Pacific Modellers

The President's Cup

For the Best Diorama

Not Awarded – there were no entries

The Exhibition Manager's Cup Encouragement Award

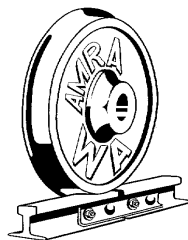
Exhibit No.	Exhibit	Exhibit Owner
70	<i>Thomas on the Move</i>	Connor Bombak

The Maylands Model Railways Encouragement Award

donated and presented by Peter Ibbs

Exhibit No.	Exhibit	Exhibit Owner
51	<i>Bradford</i>	Kevin Bradney

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 200

August 2010

Vol 33 No 4

Frans' Fatidic

This issue of *The Branchline* marks a significant achievement as the following articles illustrate. The rest of my report follows these articles.

Frans Ponjee, Branch President

200 Not Out

Including the Introductory Issue published in December 1976, this is the **Two Hundredth** issue of *The Branchline* which has been published generally every second month for the past 33 years and eight months.

Graham Watson was its first Editor [although the position was then referred to as *Branch Reporter*] and in the Introductory Issue [in which, incidentally, the title was spelled as two separate words 'Branch' and 'Line' – the present name was adopted with the third issue], Graham wrote as follows –

It is with pleasure that we welcome all members to "The Branch Line". We open this Branch Line with the same hopes with which most prototype branch lines were opened – that it will be used, will flourish and be of service to those who use it.

and, on the back page,

We would like all members to contribute to it, not in the form of articles, as we do not want to rob Journal of these, but in the form of news items of both model and prototype, hints and other such items of interest to our members.

Across the centre pages of this issue is a replica of *The "Branch Line"* issue No. 1 the reproduction quality is a reflection of the production methods used for the original.

Graham continued as Branch Reporter until Volume 8 No. 2 [forty-one issues in all – until October

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Ron Fryer – 9401 3514
email – not available

Committee

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Niels Kroyer – 9315 9635
email njtskroyer@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Steve Rayner – 9379 1147
email – SteveRay@westnet.com.au

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

1994 there was no cumulative count of the number of Issues that had been published].

In April 1984 Kevin Derrick took over but unfortunately he found it necessary to return to the UK after producing seven issues [Volume 9 No. 3 was his last].

It was now August 1985 and Ted Thoday and I took over as Acting Branch Reporters, although I had been involved in the printing of *The Branchline* from October 1983. After six issues Ted retired officially, Volume 10 No. 2 being our last joint effort, but he continued to be a very active contributor to *The Branchline*.

From June 1986 I assumed the mantle of Editor and Publisher, producing the 100th issue in 1993.

With Issue No. 109 [June 1995] I indicated that I wanted to go overseas for a twelve-week holiday and after having been involved in the editing and publishing of 55 issues, I passed the baton on to Ted Thoday.

Ted Thoday has sat in the Editor's chair since August 1995 and, including this issue, has produced 91 issues of *The Branchline*. Using a cricket analogy, he seems set to make a century!

Well done, especially by **Ted Thoday**, but also by the other three who have been involved over thirty-three and a bit years – **Graham Watson**, **Kevin Derrick** and, in all modesty, me!

What have we done in those thirty-three and a bit years?

The average size of each issue of *The Branchline* has been 29 pages, so between us we have cranked out 5800 pages of text and pictures, not counting the separate Supplements issued before and after each AGM, before each annual Model Railway Exhibition and an occasional listing of the Library book and video stock.

The Branchline was initially produced by folding foolscap and after 69 issues by folding A4 (i.e. to produce A5 format) and with an average print run of 400 copies, this means we have used 580000 sheets of paper [1160 reams]. Assuming each page might have had about 500 words on it, over these 33+ years we might have bombarded our members with about 2.9 million words – a bigger read than Tolstoy's *War and Peace*!

Over the years, printing of *The Branchline* has been handled successively by The Community Recreation Council of W.A., by me [using photocopying facilities at

BP Refinery Kwinana], by TAFE [Technical and Further Education] [organised by Craig Hartmann], by a printer in Osborne Park and now by the Wyalkatchem Telecentre [organised by Barry Keens].

Enough of all this statistical stuff! Apart from the centre pages spread of the forward three-months programme and its supporting notes in each issue, there were also various statutory announcements such as AGM Notices and Reports and information about the annual railway modelling competition and the annual model railway exhibition that had to be included. These migrated quite early on to the separately printed Supplements that sometimes ran to 12 pages and were usually needed to accompany three of each year's issues.

Prominence was also given in each issue to a usually inspiring address from the summit – this was alliteratively head-lined according to whoever was the Branch President of the day and ranged from the prosaic *President's Piece* [during Ted Thoday's long Presidency] through *Simon's Scribblings* [in Simon Mead's time] and *Barry's Browsings* [in Barry Keens' time] to *Gordon's Gossip* [in Gordon Bramwell's time] and now *Frans' Fatidic* since Frans Ponjee has been in the chair.

You may ask "What is a fatidic?". Well, take a look at Issue No. 179 where it was explained as an adjective, meaning *prophetic* or *relating to or characterised by prophecy* and is derived from the Latin noun *fatum* meaning prophecy or doom! Heaven help us if we ever have a male or a female Branch Chairperson by the name of Xavier, Yvonne, Zac or Zoe!! [*Never one to duck a challenge – Xavier's Xigencies, Yvonne's Yarns, Zac's or Zoe's Zeugma. Ed.*]

What else has been [and in some cases, gone from] in *The Branchline* over the years? There's been *Talking Points* [gossip about members' modelling activities], *Layout Reports*, listing and welcome to new members [brief pen-profiles of the new members at one stage], cartoons [both original and copied], crosswords, a series giving details of the scale and colour of the various Matchbox road vehicle models by *Nonny Mouse* [where is he now or has the cat got him at last?], summarising articles titled *Have You Seen in the Railway Modelling Press?* and its brother *Have You Seen in the Prototype Railway Press?*, railway orientated puzzles, *Notice Board* [replication of the notice board in the Clubrooms], book reviews, *Around the Shops* [a round-up of Perth's hobby shops and their latest stocked items], obituaries, modelling tips and hints [including drawings of Graham Watson's styrene cutting board], a series of eighteen articles by long serving members on *How I Got Started in Model Railways*, reports [often lengthy!] by the various Special Interest Groups within the Branch and even some poetry, mostly original.

Maybe some of the features which came and went might come back to visit *The Branchline* again. It will depend largely on what you, the members, are prepared to contribute! I am prepared to lead the charge with a poem that I spotted in a recent issue of *Heritage Railway* and hopefully the Editor will find space for it in this 200th issue.

In the mid 1980s, it was suggested by the powers-that-be within AMRA in the Eastern States that *The Branchline* might cease publication [as had happened with the NSW Branch's *Smoke Signals* and the Queensland Branch's *Green Board*] and instead place its material [or some of it!] in *Journal*. This idea was turned down by the W.A. Branch Management, the reasoning being given in the October 1985 [the 51st] issue of *The Branchline*. Fortunately for W.A. members [we think], *The Branchline* has continued for another twenty-five years and another 149 issues!

So, with another 100 or maybe 200 or 300 or more issues of *The Branchline* ahead, let me return you to inaugural Editor Graham Watson's hope that 'The "Branch Line" will be used, will flourish and be of service to those who use it' and I encourage all members to make it happen. In particular it would be nice if there can be standing in the wings another member with the necessary skills and spare time who could step up to the plate should Ted Thoday decide to finally retire!

On behalf of Editors past and present I express considerable gratitude for our members' continued support, for without your input *The Branchline* may not have prospered.

To complete the picture our present Editor has managed to squeeze photographs of our first three 'homes' on the back pages of this issue – our present Clubrooms are the fourth of our homes.

Alan Porter
Honorary Life Member

How Technology Has Changed – Some Comparisons

Reprinted from the December 2006 issue

The first issue of The “Branch Line” was produced using a manual typewriter, where one pressed a key and a lever, with the character on its end, swung upwards and by hitting an ink impregnated fabric tape produced the character on paper. The paper was held on a roller which formed part of a moving carriage. One was restricted to one typeface and one font size – the one which came with the typewriter!

If one worked in a ‘modern’ office the typewriter might be of the golf ball type, where the type was on a ‘golf ball’ – these were really state of the art, they needed electricity to work.

Next were the electronic typewriters where the type was on a plastic disc which whizzed around to present the correct character to a plunger that made the imprint, through an ink tape, onto the paper.

Spell-checking was done with eyes and brain. Error correction was with Liquid Paper, a white paint like ‘stuff’ applied over the error with a brush; when dry one typed over it.

‘Cut and Paste’ was just that, cut out a piece with scissors and paste it with glue where it was required to go.

Printing was done on a Gestetner machine – no photo-copiers in those days.

A Gestetner machine was a hand-driven rotary printer. First, a master, on special paper, was cut using the typewriter, the master was wrapped around the Gestetner's rotary belt, the belt was loaded with ink [messy job!], turn the handle to rotate the belt and feed in sheets of paper, one at a time by hand. [Barry Keens, our proof-reader, says his first job in 1956 was printing Bucks County Council minutes on an electric Gestetner with power paper feed – the ink was still messy!]

Many years down the track came the home PC and desk top publishing software, scanners, etc. which makes the production of our present newsletter, *The Branchline*, a relatively simple task in comparison.

We are now at the stage where *The Branchline* is regularly transmitted electronically, first to Barry Keens, who does the proof-reading and arranges the printing. Then, the finished version to various people around the country and in a couple of places in other parts of the world – these people usually get their copy, with colour photographs as opposed to grey scale versions, on the day of publication – no waiting for Postie to drop it into their mail box half way through the following week!

I look back with some pride at the way in which my editorial predecessors managed to produce our

newsletter using, what are now, very antiquated methods. We owe these people a considerable vote of thanks for their efforts and perseverance.

This vote of thanks must also extend to our Management Committee who, over the years, have continued to support the production of our very own newsletter and allow Barry and I to experiment with such things as including photographs, etc..

Ted Thoday
Honorary Life Member

The Rest of my Fatidic

Just a short note this time as our AGM will be over by the time you receive this and the new Management Committee will have been elected. I would like to thank the present/past Committee members for their support during this year.

I have received the following letter from Brian Comport of Train World, well done everyone.

Re. 2010 Model Railway Exhibition. On behalf of all of my three colleagues who travelled to Perth to attend your exhibition, may we express our thanks for inviting us and for the hospitality we received when attending the exhibition. We were made to feel very much at home and enjoyed the exhibition immensely.

This is the first time we have travelled across Australia to bring the wares from Train World to the unsuspecting modellers in Perth. Not only that but we brought half a ton of books to introduce them to the finer part of the hobby and that is the studying of prototype railways.

We did not realise the sheer distance we had to cover and the scenery we would encounter. It was a very good education. All four of us enjoyed travelling over and the reception received at the exhibition was a big bonus. Part of what made the travelling so easy was the big van we purchased and this proved ideal for travelling big distances and carrying a lot of stock.

We are very pleased to be associated with your exhibition and are very happy for you, the organisers, for having successfully put on a big exhibition and received your just rewards with 14,200 visitors through the doors. A mighty effort that was well organised, conducted on a very friendly basis making it enjoyable for everybody who was in attendance. Full marks for a first class exhibition.

Brian Comport

When the new Management Committee has been elected there will be various tasks that will need to be addressed e.g. new store room/workshop, outdoor layout, sewage/toilets and reorganising the layout rooms.

New shirts have now arrived in all sizes and are available at \$30 each, ask the Duty Officer.

I wish John Maker and Ron Fryer both well in their recovery from their illness's and hope our Branch can look forward to a great year ahead.

Frans Ponjee
Branch President

Vale Marjorie Durham

It was with considerable sadness that we learned that Marje passed away in Menora Gardens Aged Care Facility on Thursday 1 July at the age of 85.

Marje [and husband Gus and their family] arrived in Perth in 1973 when Gus was transferred by his employer.

Both Marje and Gus were active members of our Association in New South Wales and, after arriving in Perth, they quickly became involved with the newly formed Western Australian Branch. Their combined knowledge of the way our Association worked was of inestimable value to our Branch in those early days and it is hard to separate their individual contributions.

Marje served on our Management Committee and her expertise and skills were soon being put to good use.

But many of our longer serving members will remember Marje organising some of the wives and mothers of other members to sell the pikelets [that she made], sponges and jams over the gate of our Clubrooms at No. 1 Beaufort Street on Saturday mornings to raise money to pay our rent of the building.

Many more members' wives, mothers, daughters and girlfriends became part of Marje's catering group at our Exhibitions, producing and serving up food and drink to both exhibitors and the paying public.

If you were part of that group you will recall how fastidious Marje was – every single slice of bread had to be buttered to the very edge of the crust, no exceptions and woe betide anyone who did not comply!!!!

Marje had a mischievous sense of humour – who could forget the special cucumber sandwiches she made and presented to Graham Watson during the Exhibition Trophy presentations!!! Teach him to curl his little finger!!!

If you were involved in the construction of our present Clubrooms building you will remember Marje's sumptuous scones.

There was much more to Marje. She and Gus were involved in several community groups, giving their time willing to help others less fortunate. A truly Christian person in both beliefs and actions.

Our Branch was well represented at Marje's funeral service.

Farewell Marje.

Literary Lines

Many thanks to the following members for donations of books, magazines and DVDs, etc. Your continuing support is much appreciated.

G. Bell, Ron Chatterton, Graham Horton, Don Henderson, Callum Barnes, Tom Stokes,
Gary Bettison, George Noble, Rob Kay, Michael Dixon, Don Casson, Frank Godde

Library - on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Model Railway Exhibition DVD

A visitor to this year's Exhibition used his video camera to good effect and has produced a good quality DVD of our Exhibition.

Copies of this DVD are available for \$15.00 from the Duty Officer at any meeting.

From the Editorial Desk

The Branchline – October issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 25 September please. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 24 September
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 25 September
- For items transmitted electronically via e-mail – 1800 Saturday 25 September – email address is mandtt@three.com.au – please use subject heading The Branchline.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on **Saturday** 9 October – will include Minutes of 2010 AGM.

Please note the intended date for *The Branchline* December issue:

Editorial deadline

Saturday 20 November

Assembly, etc.

Saturday 4 December

Ted Thoday

Around the Layouts

The Valentine Run. On the Northern end of the layout, two adjacent but distinctly different, double track tunnel portals mark the disappearance of the lines under the loco service area. Layout historian, Prof. A. Higgs, has researched the origins of this to discover that the Houston and Odessa Gulch railroad, after many years of paying exorbitant rates for use of the Waco, Abilene and Sadler Horst's tunnel trackage, decided to build their own tunnel. By then construction techniques had advanced from the nineteenth century brick arch to the twentieth century concrete portal, which explains the dissimilarity of tunnel entries. Both roads later amalgamated and were subsequently consumed by the growing Santa Fe empire.

On the layout, Trevor has been continuing to apply a plaster layer over the polystyrene and is incorporating the plaster rock moulds where possible. Five of the control panels have been recessed into the fascia by Craig and Alan; thereby protecting the panel's switches in future transportation.

Many favourable comments have been received and, with the assistance of David, the wiring in of the panels is progressing at good speed. Come and have a look, particularly at the Harris panel [at the Southern end], as it is fully functional.

Nat, who did a great job painting the panels, is repairing and repainting the sixth panel; it having been launched into space from its drying support. An unsuspecting third party decided to drive off in the aforementioned drying support, braking suddenly when he detected an animated figure waving frantically behind him and thus initiating the launch of the sixth panel. Sadly, the English Modellers Walking Group were elsewhere at the time, for had they fortunately spotted the panel, would have made heroic endeavours to catch it – or even more fortunately, may not have seen the neck height, scything projectile until too late.

Alan Burrough and Craig Hartmann
Layout Coordinators

Haltwhistle. The crew on the layout have been very busy and have gone over the electrics in Cumwaite yard, reconnected a few loose wires and then we tested a loco over the yard without any problems.

Our next move was to adjust the uncoupling ramps around the yard and station to prove that they worked okay, as there seems to be an interest among our younger members on a Saturday to want to learn how to shunt a train properly.

We have started work on the ramps in Haltwhistle station and yard.

Tom Stokes
Layout Supervisor

Book Review – 1

End of the Line – The Story of Y.P. Rail by Keith Bailey. \$18.00 plus P&P. 240mm x 170mm with plasticised card covers and 88 pages. It is well illustrated with both colour and grey scale photographs.

The author has written nine other, well researched, books about aspects of the history of the Kadina and Wallaroo towns and the adjacent area of the Yorke Peninsula of South Australia. This part of the Yorke Peninsula was copper country, copper having been discovered in the mid-1800s.

In the very early days the ore was carted away from the mine and everything required for the mines was transported by horse and bullock drays. It didn't taken long for the importance of a rail link between the mine and the port to be acknowledged. The book gives a brief history of the development of the rail network and an insight into its working.

During the 1950 to 1960s period both passenger and freight traffic carried by rail declined as more and more use was made of road transport and the last train arrived in Kadina on 27 April 1969. Some of the track was left in place to facilitate grain, etc. traffic from the farming area in the mid-north but other parts of the track were removed and nature started taking over the track bed, etc.

In 1992 a group of local people met to discuss the formation of a tourist railway, which it was felt would be of benefit to the area, as a result The NYP Rail Preservation Society was formed.

With much hard work, raising funds and restoring track and facilities, they were able to purchase a suitable locomotive and coaches. The first official run took place over the May 1994 long weekend.

Activity and operation were brought to a halt by a huge increase in public liability insurance premiums and it appeared that the railway would have to close down completely. However, with a bit of thinking outside the square it was found that by forming a Club under the Lions International

banner the Lions very large group insurance coverage could be used. So the Lions Club of Yorke Peninsula Rail was formed.

Unfortunately track deformation caused by very high ambient temperatures resulted in the line becoming increasing unsafe and unrepairable and the railway had to again close, this time for good.

The author is a railway buff and was actively involved in the LCYPR. The book is not just about the railway and its rolling stock but about the people involved.

Your reviewer found this a very easy, enjoyable read. A map or diagram of the rail network on the Yorke Peninsula would have been a useful addition

Copies of the book can be obtained from Lions Club of Yorke Peninsula Rail Inc. 62 Dowling Drive, PORT HUGHES SA 5558 for \$18.00 plus P&P.

Large Scale Running Day

The next running will be on Sunday 26 September between 1300 and 1700 on our Branch's garden railway. The boiler test rig should there so anyone needing Boiler Tests or Certificates renewing can get them done.

One circuit will be electrified on the outside layout. Please be aware that some steam and battery powered locos and also rolling stock do not have insulated wheels. If these are run on the powered circuit then they will short the controllers possibly blowing them up. Therefore if running such models, please either use the un-powered tracks or disconnect the power!

The next Running Day will be at ModelRail in early November.

Residents Associations

Is there a Resident's Association in your area and does it have its own web site?? If so is there a section on the web site for information on Hobby Clubs/Recreational Activities?

Please contact the Resident's Association President/Secretary/Web Site organiser and ask if they would be prepared to include information about our Association and Branch. If they are so prepared please contact me with their name and email address and I will provide the relevant information and text about our activities.

Ted Thoday

Handy Hint

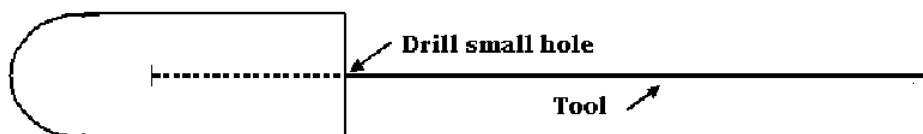
An idea from Bob Zupp

Occasionally we purchase a tool which, for safety reasons or for proper control when using it, we need to modify slightly. Needle files, rifflers and broaches, etc. can easily pierce ones hand if even a slight amount of pressure is exerted during use.

There is a simple, inexpensive and environmentally friendly solution – the corks from wine or champagne bottles. If these are not available to you the cork fishing floats [available from tackle shops] are a good alternative.

Generally it is fairly easy to drill these corks so that they can be fitted over the end of the tool – see

diagram below.



Need a ready to operate layout?

HORTON, a prize winning Class 24 layout, is now available for purchase.

Built on two baseboards, each 6feet X 2 feet, and fully portable, this layout is complete with buildings and scenics and priced at \$600.00. [Rolling stock and controllers not included but subject to negotiation]

For more details contact Barry on 0429 471 700 or 9631 1068.

Email bjserendipity@bigpond.com

Purchaser to collect from Dowerin after 26 August 2010.

Around the SIGs

British Railways Special Interest Group. The subject for the May meeting was the BR Small Diesel Shunters and for the purpose of this meeting a BR small diesel shunter is any shunting locomotive inherited or built by or for BR which had a diesel or petrol engine delivering less than 331 horsepower.

[Editor's note – the original notes as provided to me have been drastically reduced [from seven pages to about three]. Any reader wishing for a copy of the very detailed and interesting original notes is invited to contact the BR SIG Coordinator.]

The Inheritance – The British standard gauge diesel shunting locomotive in general rail application dates back to 1932 when the LMS works at Derby constructed an 0–6–0 diesel hydraulic shunting locomotive on the frames of an LMS Class 1F 0–6–0T steam locomotive No. 1831 which had been built for the Midland Railway by Vulcan Foundry in 1891. Over the next few years, several engineering firms produced experimental designs, mostly with mechanical transmissions and seven of these were tested and evaluated by the LMS at various locations and generally they gave satisfactory results. The survivors were LMS Nos. 7055 and 7056, a pair of identical 0–6–0 diesel mechanical locomotives built in 1934 and fitted with Mirrlees–Ricardo 150hp engines. In 1939–40 both were converted into Mobile Power Generating Units and were numbered MPU2 and MPU1 respectively. MPU1 [formerly LMS No. 7055] was scrapped in 1956. However, MPU2 [formerly LMS No. 7056] was finally scrapped in 1964 but it seemed to become lost in the books for it was renumbered DB968004 in 1971 and given TOPS number ADB968004 in 1974 – it was only then, when it could not be found, that it was officially written off!!

Those Built for or by British Railways – In a manner akin to that adopted for the production of main–line diesel locomotives, BR decided to get a number of acknowledged small locomotive manufacturers to each produce a small batch for evaluation in service. Hence the reason for the sixteen different types of small diesel shunters, totalling 655 units, which are the subject of this meeting. The locomotives are dealt with generally in the order of their D2xxx numbers. The following table will assist navigation between the TOPS numbering system and the previous D2xxx numbers of those shunters, some of which received Tops classification numbers.

TOPS Class 01	D2953 – D2956
TOPS Class 02	D2850 – D2869
TOPS Class 03	D2000 – D2199 and D2370 – D2399
TOPS Class 04	D2200 – D2341
TOPS Class 05	D2550 – D2618
TOPS Class 06	D2410 – D2444
TOPS Class 07	D2985 – D2998

It is strongly advised that the section dealing with the BR Class 04 Diesel Shunters be read before this next section which deals with the Class 03 Diesel Shunters.

BR Class 03 – Nos. 11187–11209, later D2000–D2199 & D2370–D2399, finally 03001–03399. The 230 BR Class 03 diesel mechanical 0–6–0 shunters were designed by BR and were based on the BR [Drewry] Class 04s using the well proven Gardner 204hp eight–cylinder, four stroke diesel engine and the Wilson–Drewry CA5 R7 forward and reverse gearbox. They were built at Swindon and Doncaster Works between 1957 and 1961 and were progressively withdrawn from 1968 and had all gone by 1987. Many found further usage in private industry. Approximately thirty are in some stage of preservation.

BR Class 04 – Nos. 11100–11103, 11105–11115, 11121–11135, 11149–11160 & 11212–11229, finally D2200–D2341. A clear line of development can be traced in the BR Class 04 from the 0–4–0 diesel mechanical locomotive No. 7050 built for the LMS in 1934 by the Drewry Car Co. and the similar locomotives built by Andrew Barclay in the early 1940s. In 1947 the Drewry Car Co. sent a demonstrator diesel mechanical 0–6–0 to the LNER for evaluation but they declined to purchase it. However it eventually found a home on the Southern Region in mid–1948 where it was numbered DS1173 for departmental use. In 1967 after overhaul it was transferred to main stock and renumbered D2341.

The locomotives were distributed widely throughout the BR system but as work declined for them it was decided to standardise on the Class 03 as a light diesel mechanical shunter and withdrawals took place between 1968 and 1971 with only a few ever receiving BR Corporate Blue livery. A large number were sold off to private industry. Eleven are in the care of preservation groups.

BR Nos. 11177–11186, finally D2400–D2409. A small fleet of ten diesel mechanical 0–6–0s with Gardner 8L3 engines delivering 204hp was built by Andrew Barclay Ltd in 1956 and 1957. Although mechanically identical to the BR Classes 03 and 04s, these Barclays were fitted with four–speed gearing compared with five on Class 03 and 04s previously. All ten were allocated to the Eastern Region and all were withdrawn between 1967 and 1969. It would appear that none were preserved.

BR Class 06 – Nos. D2410–D2444, finally 06001–06010 [only ten surviving into the TOPS system]. A fleet of thirty–five diesel mechanical 0–4–0s, looking very similar to the Andrew Barclay 0–6–0s, Nos. 11177–11186. These too had a Gardner 8L3 engine of 204hp and were built by Andrew Barclay Ltd. Between 1958 and 1960. All were allocated to the Scottish Region. The survivors at the time of introduction of the TOPS scheme were renumbered 06001 onwards. Withdrawals commenced in 1967 and continued until 1984. Only one locomotive, No. 06003, survived and is owned by the Heritage Shunters Trust. It seems that all of the others were cut up.

BR Nos. 11116–11120 & 11144–11148, finally D2500–D2509. A small fleet of ten diesel mechanical 0–6–0 shunters fitted with the 204hp Gardner 8L3 engine and built by Hudswell & Clarke between 1955 and 1956. The entire class was based at Birkenhead. All were withdrawn in 1967 but none have been preserved.

BR Nos. D2510-D2519. Another small batch of diesel mechanical 0-6-0 shunters fitted with the 204hp Gardner diesel engine and built by Hudswell-Clarke in 1961. All were withdrawn in 1967 and either cut up or sold off to industry. None appear to have survived into preservation.

BR Class 05 – Nos. 11136-11143, 11161-11176, later D2550-D2618, finally 05001. A fleet of 69 diesel mechanical 0-6-0 shunters fitted with the 204hp eight-cylinder, four-stroke Gardner 8L3 diesel engine and built between 1955 and 1962 by the Hunslet Engine Co. There was a small-wheeled version [D2550-D2573] and a larger wheeled version [D2574-D2618]. They were mainly allocated to the Eastern Region except for a couple that went to the Scottish Region. Withdrawals started in 1967 and progressed quickly, mainly due to their replacement by the Classes 03 and 04, and only one, D2554, lasted long enough to receive TOPS number 05001. Several others have been acquired for preservation.

BR Nos – 11700-11707, finally D2700-D2707. A small fleet of eight diesel hydraulic 0-4-0s fitted with 200hp Davy Paxman engines was built by the North British Locomotive Co. between 1953 and 1956. They were allocated to the Eastern and Scottish Regions. All were withdrawn between 1964 and 1968 and were cut up, none making preservation.

BR Nos – 11708-11719, finally D2708-D2780. A larger fleet of 73 diesel hydraulic 0-4-0s fitted with the more powerful 225hp North British type M.A.N. W6V 17.5/22A engine was built by the North British Locomotive Co. between 1957 and 1961. They were all allocated to the Scottish Region and all were withdrawn between 1967 and 1968 and were either sold for industrial use or were cut up.

BR Class 02 – Nos. D2850-D2869. A slightly larger fleet of 20 diesel hydraulic 0-4-0s with 170hp Rolls Royce Co. engines was built by the Yorkshire Engine Co. [ten in 1960 and the second ten in 1961] for service in areas of restricted loading gauge and curvature such as docks. They were allocated to the London Midland Region. The first locomotive was withdrawn from service in 1969 and the last one in 1975.

BR Nos. D2900-D2913. These were fourteen members of a very powerful fleet of diesel hydraulic 0-4-0 shunters fitted with 330hp North British M.A.N. type diesel engines and built by the North British Locomotive Co. between 1958 and 1959. D2900-D2907 were allocated to Devons Road [Bow] and D2908-D2913 were allocated to Rugby. With more power than the other Small Shunters of the period, they saw more use with slightly heavier trains on these Regions. The entire fleet was withdrawn in 1967 and none seem to have been preserved.

BR Nos. 11500-11502, finally D2950-D2952. Three small, lower powered 0-4-0 diesel mechanical shunters fitted with the 153hp six-cylinder, four-stroke Gardner 6L3 diesel engine were built by the Hunslet Engine Co. in 1955. These were a smaller version of the Hunslet designed 0-6-0 D2500-D2618, [Later BR Class 05s]. Like the first four Class 04s, they were fitted with side-rod protection guards and cowcatchers to protect the public from the dangerous moving parts of the locomotives. All three locomotives were allocated to Ipswich and were withdrawn between 1966 and 1967. D2950 survived for preservation and was in store at Thyssen, Llanelli in 1984.

BR Class 01 – BR Departmental No. 81 & Nos. 11503-11506, finally D2953-D2956. Another small fleet of very small diesel mechanical 0-4-0 shunters fitted with the same 153hp Gardner 6L3 diesel engine, were built by Andrew Barclay in 1956. These had a much smaller cab than the Hunslet locomotives with very much smaller windows and very small wooden access doors. Departmental No. 81 seems to have been allocated to Peterborough and D2953-D2956 were allocated to Stratford. D2953-D2956 were withdrawn in 1966 but Departmental No. 81 might have lasted at Kings scrapyard, Snailwell, Suffolk until 1981. None have been preserved.

BR Nos. 11507–11509, finally D2957–D2958. Another, even smaller, fleet of just two diesel mechanical 0–4–0 shunters fitted with the 165hp Ruston 6VPHL diesel engine were built by Ruston & Hornsby Ltd in 1956. Both locomotives were allocated to Stratford and were withdrawn in 1967 and 1968. Neither has been preserved.

BR Class 07 – Nos.D2985–D2998. This fleet of 14 diesel electric 0–6–0 shunters was designed to replace the Southern Region USA Class steam locomotives in the Southampton Docks. They were built by Ruston & Hornsby in 1962 and were equipped with a 275hp Paxman 6RPHL diesel engine directly coupled to an AEI RTB6652 generator which fed power to an axle-mounted AEI RTA6652 electric motor. Withdrawals started in 1973 and all bar one [D2991[07007]] were finally withdrawn by 1977. D2985 was sold to a private company and is currently located at Salford. It is registered for main line use. There are five in preservation, and the rest were scrapped.

BR No. 2999. This was one of a batch of five 0–4–0 demonstration units built in 1958 by Beyer–Peacock for prospective customers. It carried Brush orange livery and No.100 when first delivered to BR for trial. It was purchased by BR in 1960 and given number D2999, it was allocated to Stratford for its entire BR career and was withdrawn and cut up in 1967.

A full set of notes along with pictures of all the various classes listed above is available on request.

New Acquisitions –

Steve Rayner – showed his two Ixion Manor Class locomotives, one in BR colours and markings and one in GWR colours and markings, both, of course, in N scale.

Alan Porter – showed the *King of Shaves* silicone shaving oil [obtainable from Woollies Supermarkets], that is apparently no use as a shaving aid, but brilliant as a model railway lubricant. He also showed his latest OO scale vehicle models – Oxford Diecast – Vauxhall Wyvern E Series in Grey, Armstrong Siddeley Sapphire in Grey and Humber Hawk in Claret, Base Toys – Riley Pathfinder and Classix – Triumph Vitesse Convertible in Racing Red.

Nick Pusenjak – showed Hornby's new OO scale 12–wheel Pullman Coach *MONACO* Kitchen Car. Absolutely beautiful!

Doing Things –

Ron Richards – has finished laying track on Module 7 of his layout – only 2 to go!

Nick Pusenjak – is working on the bridges on his layout.

Great Western Railway Modellers Special Interest Group. The subject for the June meeting was a visual 'visit' to Pendon. For those members not acquainted with the name perhaps a few words as to 'who, what and why' may help. For those who know all, please be patient.

Pendon is a 4mm finescale model of a railway and the surrounding scenery and all things G.W.R. in the UK.

So let us go back in time to another country, almost another world, on 11 September 1906, when a baby boy was born in living quarters above the National Bank in St. George's Terrace, Perth, Western Australia. His father, Henry Robert England, was Manager of the bank for that State – an outstandingly successful manager whose business genius left no impression whatsoever on his son.

The baby's name was Roy Cursham England, [later in his life he changed his name to Roye Curzon

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

August

Friday	13	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	14	[10&11]	The Branchline assembly General Activities
Monday	16		Annual General Meeting
Tuesday	17	[12&1]	Daylighters Group – daytime meeting
Wednesday	18	[2]	Great Western Railway Modellers Special Interest Group meeting – GWR open merchandise wagons.
Friday	20	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	21	[4]	General Activities
Tuesday	24	[5]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	25	[6]	British Railways Special Interest Group meeting – BR trip



THE "BRANCH LINE"

Introductory Issue

December, 1976

THE NEWSLETTER OF THE WESTERN AUSTRALIAN BRANCH OF THE
AUSTRALIAN MODEL RAILWAY ASSOCIATION

Branch Secretary:
Margaret Eagles
26 Swan Road
HIGH WYCOMBE

Phone: 60 5005

Branch Reporter:
Graham Watson
4 Albemarle Way
HIGH WYCOMBE

Phone: 60 5974

WELCOME

It is with pleasure that we welcome all members to "The Branch Line". We open this Branch Line with the same hopes with which most prototype branch lines were opened - that it will be well used, will flourish, and be of service to those who use it.

We would also like to welcome to the Branch those new members who joined us due to our very successful exhibition held during October. When you join the Australian Model Railway Association, you join the Federal Body, and so you are in no way obligated to the W.A. Branch, but you are entitled to be an active member of our Branch and we urge you to do so, and so gain much more from your A.M.R.A. membership, and in so doing, enjoy this great hobby of ours far more.

Graham Watson
Branch Reporter

President's Piece

I was very proud to be elected President at the last A.G.M. Having been on the committee previously I knew it would be difficult, following in Tony Gray's footsteps, to maintain the standard he set during his term of office. Thank you Tony for leaving the branch in such good order.

During the past six months our membership has continued to grow slowly but steadily which is very heartening.

Our exhibition over the October long weekend was very successful. I would like to sincerely thank the exhibition committee for the hard work and effort they put into the organisation. Gentlemen you should be very proud.

I would also like to say a personal "thank you" to Marge Durhan and her group of non-member lady volunteers, without you we would have starved and gone very, very thirsty, and so would the public. Please come back again next year ladies.

One sometimes gets the feeling that the Branch activities at Beaufort Street are being organised solely for the benefit of metropolitan members. We would like to see more of our country members - if you are coming to Perth, please drop a line to our Secretary, let her know the dates of your visit, perhaps we can put you in touch with a member living near your Perth accommodation, we might even manage transport to and from Beaufort Street.

It would also be very gratifying if our country members could and would attend the A.G.M. and also assist at the exhibition next October long weekend. Note the dates in your diary, book your transport, etc. now.

How about writing to our Secretary, tell us which you are attending, we might just be able to arrange some accommodation, the more notice you give, the easier our task will be.

We would also like to hear from any member with suggestions, constructive criticism, views, etc, what to include in future programmes. Graham has an idea for increasing the size and content of the newsletter and having regular publication dates. But we need your participation - more of this from Graham in another part of the newsletter.

Metropolitan members will be aware of a certain lack of usable space at Beaufort Street. We have written to Westrail regarding space in the City Station. Keep your fingers crossed and your prayer mat facing the appropriate direction.

When you read the programme, don't groan and complain about the same old names, giving talks, running clinics etc., they were the only ones prepared to do it. Why don't you put your name forward with a subject you're prepared to share with your fellow members. Remember one volunteer is better than ten pressed men.

Our secretary would like to hear from any member who is prepared to invite club members to view and/or operate his lay-out. If you wish to impose conditions i.e. no more than five members, please specify the conditions.

We still need tables, chairs, cupboards for use at Beaufort Street, particularly we urgently need a "kitchen cupboard" to keep our food, crockery, etc., in and keep the mice out.

Marge Durham has been given approval to form a ladies auxiliary. I hope Marge will write a piece for inclusion in this newsletter. Please members show this newsletter to your 'other half'. She might enjoy the occasional afternoon/evening with the ladies.

A lot of work has to be done on the two club lay-outs to enable them to be re-erected and made operational again. High priority is being given to this as there's nowhere to run trains until we finish. The work is being done as a series of clinics to show members how it's done. Please assist in any way you can.

We are arranging for the A.G.M. to be held on Saturday 7th May 1977. Doors open 2.00 p.m., formal business 4.00 p.m. and over in an hour - similar to last year. Doors close 7.00 p.m. Venue and agenda in next programme. It is hoped to have some clinics or demonstrations, test tracks in "EM" "OO/HO" & "W" - so bring some stock to run. Graham Watson has produced an idea for a new way to "run" competitions so start building - doesn't matter what - all entries have an equal chance. Refreshments, etc., will be provided and our Sales Officer will be selling his wares as well.

Ted Thoday

PROGRAMME

Sat	4	Dec	Clinic - lay-out construction
Mon	6	"	Exhibition Film Show - Jack Maniles
+Wed	8	"	Clinic - club controller construction - see note 1.
+Mon	13	"	Clinic - lay-out construction
Sat	18	"	Barbecue - venue to be arranged
Sun	19	Dec to 4 Jan	Christmas break
+Wed	5	"	Clinic - lay-out construction
Mon	10	"	Show and talk - see note 2
+Sat	15	"	Lay-out operation
Wed	19	"	Clinic - club controller construction - see note 1.
+Mon	24	"	Clinic - tree making - see note 3
Sat	29	"	Wayside maintenance - see note 4
+Wed	2	Feb	Clinic - tree making - see note 3
Mon	7	"	Slide evening - bring your own
+Sat	12	"	Clinic - tree making - see note 3
Wed	16	"	Problem night - bring yours - perhaps we can solve them for you
+Mon	21	"	Clinic - Kit building - lineside structures. We supply, you bring tools and make them all for club lay-outs
Sat	26	"	<u>AUCTION</u> - see note 5
+Wed	2	Mar	Clinic - timetable operation - Jeff Cooper
Mon	7	"	Clinic - Kit bashing of buildings - Maerie Hotchkin

Dates marked + are "new member" meetings - new members will be very welcome on these dates.

Times:- Evening Meetings - 8.00 p.m.
 Afternoon Meetings - 2.00 p.m.

- Note 1 Clinic Club controller construction - a series by Bruce Norton.
A number of controllers are required by the Club. We will provide the materials, Bruce will provide the expertise. We ask you to provide the tools and manpower. Bring the following if possible - small pliers, end or side cutters, small soldering iron, solder, flux, craft knife, small file.
- Note 2 Show and Talk
We ask members to bring something to do with Railway Modelling - doesn't matter what - scratch built - kit built - proprietary, anything, latest acquisition - something special - latest release - etc., the idea being to show the model or whatever it is and to talk about it for, say, ten minutes.
- Note 3 Club tree making - a series by guest Ross Hurley
Ross has kindly agreed to chair a series of tree making evenings - we require these for the club lay-outs. Please bring the following if possible - lengths of household electrical cable, with insulation removed, pliers, both square and pointed, end or side cutters, small hand vice, contact cement, jewellers saw.
- Note 4 Wayside Maintenance
A surprise evening - come and find what this is all about.
- Note 5 AUCTION
Non-members items will be allowed - bring your unwanted items. A.H.R.A. will receive 10% of sale price. All items to be declared by 2.00 p.m. - auction starts at 3.00 p.m.

Marge's Message

Would any lady interested in the Ladies Auxiliary please contact me on 792183.

The main function of the Auxiliary is to provide backing for the full members by organising refreshments, etc., at various functions attended by A.M.R.A. possibly 2 or 3 times a year.

Marge Durhan

Sales Officer

Your club has a sales cupboard which has some recent useful additions to its stock, namely computer terminal strips, push button switches, rotary switches and track pins.

Please check the notice board for prices and other articles in stock.

Bruce Norton

Library Notice

The club library now has over 450 magazines including the 'Model Railway Constructor', 'Model Railway News', and over 30 books including 'Buckingham Great Central' by P. Denney and the 'Diesel Spotters Guide'. This stock is constantly being expanded by the addition of current copies of the 'Railway Modeller', 'Railroad Modeller' and 'Australian Model Railroad Magazine', to which the club subscribes.

If you are interested in borrowing any of the books or magazines please contact the club librarian, Simon Head, at any meeting. A small charge of 20c per month for a book or any number of magazines, of the same title and year, is made for each loan and this amount goes towards club funds.

Simon Head

Christmas Barbecue

It is intended to hold a social gathering during December in the form of a "Bring Your Own Everything" barbecue.

In previous years these have proven to be a very pleasant way to wrap up the years programme, and it is hoped that this years will be no different, so write the date - Saturday, December 18th in your social diary.

The venue remains a slight problem, so if you have a back yard which would be suitable, please let someone on the committee know.

The venue, when arranged, will be posted on the notice board, so members, please check it, and bring your family along to our Christmas gathering.

Lay-Outs

As mentioned in the "President's Piece", the two Branch lay-outs have to be re-erected in our rooms. At this point in time, the NO lay-out is now operational, while the R gaugers are planning a joining board to connect the two halves of their lay-out. There is plenty of work to be done on both lay-outs so come along on the dates indicated on your programme and help improve these lay-outs.

Also, of course, the lat-outs are available at all meetings for the running of your equipment, so bring something along to run.

Newsletter

As you have now seen, we have attempted to upgrade the quality of our newsletter, by changing the format, having a number of contributors and giving it, what we think is a very suitable name. If you like this new format, and would like to see it continue, please let the committee, or the Branch Reporter know, because if there is sufficient favourable feed back then the "Branch Line" will continue.

If the Branch Line does continue then we would like all members to contribute to it, not in the form of articles, as we do not want to rob the Journal of these, but in the form of news items of both model and the prototype, hints, and other such items of interest to our members. (These should be handed or posted to the Branch Reporter).



working locomotives.

Friday	27	[7]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	28	[8]	General Activities
Tuesday	31	[9]	Daylighters Group – daytime meeting

September

Wednesday	1	[10&11]	LNER Special Interest Group meeting – Overview of D Group 4-4-0 locomotives with Andrew Morling
Saturday	4	[12&1]	General Activities
Monday	6	[2]	Planning a test Track for Rolling Stock and Locomotives
Tuesday	7	[3]	Daylighters Group – daytime meeting
Wednesday	8		DCC Special Interest Group meeting – venue Naval Base
Friday	10	[4]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	11	[5]	General Activities
Monday	13	[6]	S Scale Special Interest Group meeting – Modelling hints and train running on <i>Swan View</i> . ModelRail and Modelling competition update
Tuesday	14	[7]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Friday	17	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	18	[9]	General Activities
Tuesday	21	[10&11]	Daylighters Group – daytime meeting
Wednesday	22	[12&1]	Great Western Railway Modellers Special Interest Group meeting – Bring, Run and Tell about a GWR Train
Friday	24	[2]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	25	[3]	General Activities
Sunday	26		Large Scale Special Interest Group – run day 1300 to 1700
Tuesday	28	[4]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	29	[5]	British Railways Special Interest Group meeting – Bring, Run and Tell about a BR Train

October

Friday	1	[6]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	2	[7]	General Activities
Monday	4		Constructing a test track [will be continued in November]
Tuesday	5	[8]	Daytime Meeting – Daylighters Group
Wednesday	6	[9]	LMS Modellers Special Interest Group meeting – How I would model an LMS Dockside or Industrial Location I've Always Admired if I had Unlimited Space, Time and Money, etc.
Friday	8	[10&11]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	9	[12&1]	The Branchline assembly General Activities
Monday	11	[2]	S Scale Special Interest Group meeting – Slide and/or video night. MRWA Wagons Bring and show
Tuesday	12	[3]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	13	[4]	DCC Special Interest Group meeting – venue AMRA WA Clubrooms
Friday	15	[5]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	16	[6]	General Activities

(Continued from page 13)

Cursham England]. When he was three the family moved to a house called *Cranmore* at No. 3 Ventnor Avenue, West Perth. It had a fairly large garden with a croquet lawn and flowering creepers covering the trellis fence. The family possessed one of those rare contraptions called a motor car. It was a Humber and its registration number was P1 – not the first car in Perth but the first to be registered there. At the age of five his father gave him a set of tinplate trains and, as they say, the rest is history. He was hooked! The family moved to Melbourne for a couple of years before returning to West Perth at No. 7 Richardson Street.

Life continued for Roye, his love of trains increasing as the years passed. He attended Perth High School and also completed a business course after which he was lured in to taking up a position with The AMP Insurance Company in St. George's Terrace which he did not like one little bit! In his spare time he had invented an automatic control for model trains and he applied to the UK for a 'temporary' patent. Time passed and in February 1925 he finally handed in his notice, quit work and began to seriously consider going to England. His Mum gave her blessing to him and in April 1925 he sailed on the 20,000ton new Orient liner *Oronsay* from Fremantle to London.

Two months later he arrived in Plymouth Sound on a typical English day – dull and drizzly. He had arranged to leave the ship at Plymouth and travel by train to London. Passengers were transferred to the shore by tender and, after passing through customs, walked the short distance to the boat train. He then saw the primrose-panelled coaches, 70ft Great Western coaches more beautiful than

he had dared to picture. The locomotive, polished brass and copper against its green livery, was Star Class locomotive *Westminster Abbey*.

For six years he wandered from relation to relation, but his 'permanent' home was the Vicarage at Wanborough near to the Vale of the White Horse. He tried selling insurance but that was a disaster and then he studied for the Church with resolve! With his study his afternoons were free and so he found himself wandering the villages in the country of the Vale and thus renewing his connection with the Great Western and it was this leisure time that setting his future vocation. He finally knew what he wanted to do, so he bought some wagon kits, built them and then realised that rolling stock was not for him. Card was his forte and so buildings and scenery became the norm. Not any buildings but the village buildings and scenery of England in the 1930s. He observed that many of them were being vandalised in the name of progress and so he set out to rectify this in model form. Most of his buildings are accurate scale models of actual buildings within the Vale.

Now, let us jump forward to 1953 when Roye decided to buy a cottage, let part of it for income purposes and he could then continue modelling. Eventually he bought an old house that until recently had been *The Three Poplars* public house. It had good outbuildings and an acre and half of land, ideal for a youth hostel – the latest idea, he even thought had could display the buildings and rolling stock that he had made or bought charging 6d. for Adults and 3d. for Juveniles. On 8 July the Hostel opened successfully and on 11 July Penden [later to be Pendon] was born, the year 1954. A few days after the opening Roye's neighbour called in to say that he knew where he could obtain an ex-RAF hut for £45 – a bargain – it measured 60ft x 18ft. It would solve the extra accommodation problem and the display area all in one go. The hut became known as *Marilyn* and in June 1955 Penden became Pendon.

For the next few years Roye struggled to run the hostel, pay bills and keep the idea of Pendon alive. It was decided to close the hostel and keep working on Pendon, so on 1 November 1960 the hostel closed and about the same time steps were taken to apply for Articles of Association for Pendon. On 3 February 1961 *The Pendon Museum Trust Ltd* received its incorporation. In the years 1955 to incorporation the Dartmoor Scene as we now know it was built. Based on a Brunel timber trestle viaduct made by Guy Williams who had moved into a new home and had no room for it and therefore donated to Pendon. In April 1961 the Pendon Council started the Friends of Pendon who for a minimum subscription of £1 per year supported Pendon. Without the Friends, when crisis came – as it surely did – Pendon would almost certainly have foundered. Easter 1961 and Mrs Ahern, the widow of John Ahern of *Madder Valley* layout fame, offered the layout to Pendon on a permanent loan basis and the offer was accepted. During all this time work continued on both the Dartmoor Scene and the Vale Scene.

Through the whole of the sixties both Roye and Pendon seemed to lurch from one crisis to another, but somehow they weathered the storms, financial and otherwise. At the beginning of 1970 the chief topic was the prospect of rebuilding. The idea was to build a larger building around *Marilyn* which, once enclosed would be dismantled from within. An Upper Hall placed above the Dartmoor Scene and the Relic Room would then provide a home for the Vale Scene. After much discussion a way of doing just that was agreed. Plans were put into place, quotes obtained along with loans and planning permission, and on 13 April 1970 work started. However, although the outer building was finished by Christmas Day 1971, work continued into 1974 before the building inside as well as out was finished.

This then is the story of Pendon in a much abbreviated form. Roye died peacefully at the Dalecare Centre on Sunday 3 September 1995. His funeral service took place at Oxford Crematorium and his ashes were interred at St. Mary's Church, Bishopstone. A remarkable man who never wavered from his beliefs and aims and who left a legacy for the whole of the World to enjoy. Thank you Roye, may you forever rest in peace.

[Members wishing to learn more about Royce England's life and its work should read *In Search of a Dream – The Life and Work of Royce England* by Stephen Williams. The book is in our Library. Ed.]

After a general discussion we watched two DVDs. The first was *PENDON MUSEUM – Modelling the Past for the Future*, and the second was *Right Track No.6 – Modelling Landscapes Pt2* by Barry Norman which shows the work at Pendon. Our own Adrian Du Heaume now models for Pendon but then we all know how good a modeller Adrian is.

New Acquisitions –

Alan Porter – showed a Hornby Skale Autos Burrell Road Roller – absolutely superb, he also showed a book *The Railway Paintings of Barry Freeman* published by Silver Link Publishing.

George Noble – showed a plastic bottle that has a needle applicator for M.E.K.

Ron Fryer – his latest acquisitions were Hornby County Class 4-4-0 *County of Hereford* 3828 and a Clerestory Brake/third class coach both in Great Western livery and both in excellent condition secondhand from the Exhibition. He also had a Burrell Road Roller and also a pack of Tiny Signs that although they were stated on the pack as 4mm looked more like 7mm. He had, however, reduced them down by 50% and they were much more acceptable for 4mm.

Doing Things –

John Branchley – showed the latest stage of Tavistock Station – The roof base is now fitted. All the interiors are fully fitted out even though we will never be able to see them in detail. He also showed a 2mm Association etched brass kit of a buffer stop and also one that he had made up. Amazing!

Alan Porter – showed his latest method of making wagon loads and how he colour codes them so that he always gets the correct load for the correct make of wagon ie - Dapol, Hornby etc.

Doug Firth – showed how he is converting a Dapol Class 14xx into a Class 517. We are looking forward to further progress.

S Scale Special Interest Group's June and July meetings were well attended by 38 and 34 members, respectively. As is usual we were treated to two different topics and activities which were interesting and, hopefully, educative to those who take an active interest in the modelling of the WAGR and MRWA in S scale.

Following the informal part of the meeting Graham Watson rang the bell at 2030 calling the members to order. He informed members of the sudden and unexpected death of Graham Selman of North Yard in New Zealand. Stuart Mackay volunteered to send a card expressing the SIG members' sympathy and sorrow to Graham's widow and family. Graham Selman had run North Yard for over thirty years and many of the parts he produced were compatible with the WAGR/MRWA systems and therefore used by modellers of the West Australian scene.

Simon Mead and Bill Gray reported on the success of the recent Model Railway Exhibition, with Boyanup Junction and the modelling desk proving to be great attractions. Members who helped out at the Exhibition were thanked for their support in what was another terrific Exhibition. Graham Watson asked the members to start thinking of a layout for 2011.

Bill Gray advised that he has a number of articles and photos for the ASnM magazine but urged members to continue contributing material through him for the magazine.

A Bring and Show was the main activity for the June meeting. The first items shown were of a general nature prior to the specific topic of *Interesting coaches of the WAGR and MRWA*.

The roll-ability of wagons was discussed. **Doug Firth** brought in his 1:50 sloped track and gave a demonstration using several wagons, some of which rolled and another which would not move. We assumed the table was level and so it was a timely reminder to get it right. A minimum gradient of 1:50 or 2% is considered by some as the point at which wagons should start to roll under their own mass. It is also assumed that all wagons have parallel w-irons and clean top hat bearings. However a slope of 1:40 may be more appropriate. Cleaning out the bearings is also worthwhile as is lubricating them with graphite dust or with a 2B or 4B pencil.

Peter Edwards has been busy assembling his Railwest S class kit and one or two wagons in MRWA livery for the October MR Challenge.

Murray Hartzer brought in some boxes of over 70 burrs and cutting discs to suit a Dremal or similar hobby drill. Murray spotted them at Bunnings and bought up a job lot from several Bunnings outlets at a really good price so he able to provide them to the members if they need any.

Four members brought and showed a range of interesting coaches which were the main focus of the Bring and Show.

Paul Tranter showed three country sleeping cars which would sit comfortably on a 1950–70 era layout. The first was a scratch-built AQZ Second class sleeping car, followed by an AZ sleeping car and finally a more modern [1947] AH sleeping car which Paul built from a kit some ten or twelve years ago.

Stuart Mackay brought in four interesting vehicles to show – an ADK Railcar and ADB trailer, an ADT trailer and an AKB composite coach. The six ADT trailers were a light weight vehicle designed to trail the ADE Governors. The AKB was one of a number of tumble-homed, metal-sided suburban coaches but had a guard's compartment and steel truss-rods, unlike the shorter AJs built at the same time.

Bill Gray showed all six coaches from his 1947 Australind set, resplendent in their 1960 green and cream paint scheme.

Graham Watson showed his model of a long ACL coach which is probably the only one within the interest group. Graham built the coach from castings used to make the standard ACLs from Railwest Models.

The July meeting saw 33 members and one visitor brave the wet and cold conditions to participate.

Graham informed members that John Maker, Kim Friend and Ron Fryer had all been unwell and the membership wished each of them a speedy recovery. We were also reminded that the ARHS's Railfest would be held on Sunday, 10 October, which unfortunately coincides with the weekend of the Albany Model Railway Association's Exhibition. Members will just have to make a choice.

John Maker advised that he had several CD's available of drawings of some WAGR locos.

Bill Gray reminded members that the next ASnM Magazine would be in the mail soon and though he has several, any new articles would be greatly appreciated.

Graham Watson advised of the availability of bogies to suit a number of WAGR passenger coaches. The bogies are etched brass and have urethane side-frames from patterns produced by

Bill Gray.

On to the Bring and Show. **Doug Firth** raised a few laughs and a lot of discussion when he showed the internals, including the desk and account book, which he has been making, to go in his WAGR BC Bank inspectors Van.

Gary Gray showed the V class tender he has been assembling complete with Collie coal. Gary described how he modified the tender kit so the coal falls prototypically towards the front of the bunker. Gary has been the driving force behind the latest V class kit of which there has been considerable expressions of interest among the S Scale Group. We have received parts from North Yard but are still waiting on an order from another supplier.



First of the assembled WAGR V class kits

Stuart Mackay showed the MRWA F class Diesel he built 16 years ago and which he recently lined with white striping from Pactra Trim Tapes. These tapes are available from Stanbridges and the other hobby shops in Perth. Stuart was inspired to re-visit the livery of his F40 by a photo which appears on the back cover of Adrian Gunzburg's [1989] *MRWA Locomotives* [LRPS, Vic]. Stuart also showed how he intends using only two screws to hold the cab, boiler and front bogie of his WAGR V1207 firmly together.



Stuart Mackay's model of F40 on his layout



MRWA F44. ARHS collection

Phil Knife wowed the gathering with his unpainted MRWA A class 4-8-2 which he has been building, mainly from scratch over the past three months. The locomotive has a rolled brass boiler and prototypical reversing rods and levers. It sits on a modified and re-powered Mehano Mikado chassis and utilises a modified Mehano light pacific tender.



Hopefully like Stuart, Phil will bring the loco to the MRWA slide and challenge night on Monday 11 October.

Rob Clark and **Roger Palmer** brought in, as it turned out, complementary items which assist in the assembly of white metal bogies. Rob showed a jig, made by Gary Pilmoor which enables the bogies to slide together and be held in place for soldering or gluing. Roger showed the Flash Tack super glue accelerator which hastens the setting and hardening of superglue to a few seconds. Both items especially when used in tandem would be a boon to the active modeller.

Bill Gray showed some die-cast motor vehicles available for \$2 from a number of fuel stations around Perth and **Murray Hartzer** showed a Matchbox 1969 Citroen he found at K-Mart. Clearly, modellers can pick up some bargains if they keep their eyes open.

Once again, two very successful meetings so if you are considering taking up modelling the WAGR or MRWA in S scale do come along to one of our meetings. It's the best way to get into modelling the local scene. You will be made most welcome.

The S Scale Special Interest Group is a very active group of AMRA modellers which meets on the second Monday of every month at 2000 in the AMRA Clubrooms in Moojebing St, Bayswater – visitors are always welcome. Contact Stuart Mackay at <mackays@iinet.net.au> for general information about the S Scale Group. Bill Gray <william_gray@optusnet.com.au> is the WA contact for the Australian Sn Modeller and is always eager to receive articles for publication.

British Railways Special Interest Group's June meeting topic was the BR Shock Absorbing Wagons and Vans.

In the 1930s advancement in the transport of delicate and fragile goods saw the Great Western Railway introduce shock absorbing vans, whereby the van body was permitted to slide fore and aft on its chassis, thus eliminating any possible damage to goods such as eggs, soft fruit, furniture, etc. when the van was being shunted in goods yards. Recuperating rubber springs, lying alongside the solebar brought the van back to its normal central position. After a relatively short time, a protective board was fitted over the coil springs as a safety measure. The body of a shock absorbing wagon or van was 12in shorter than the comparable normal wagon or van, to enable the standard 17ft. 6in. over headstocks to be used and to allow 6in. movement of the body at each end.

Shock Absorbing Wagons and Vans Inherited by BR from –

The GWR – the prototype shock-absorbing van was built in 1937 to Diagram V27. This was followed by two batches built to Diagram V28 totalling 105 vehicles through 1937 to 1940. Initially these vans were labelled SHOCK ABSORBING VAN. In BR days the name was reduced to SHOCVAN but their numbers, 1 – 106, persisted for quite awhile. Following the success of these vans the GWR built 100 high [5-plank] open goods wagons with shock absorbing facilities to Diagram O44 in 1939. They were initially labelled SAW but this was changed in 1943 to SHOCK.

The LMS – the LMS was the first cab off the rank with shock absorbing vehicles by converting six roll-on, roll-off container wagons in 1935. Flushed with the success of this experiment, the LMS built one prototype shock absorbing high open goods wagon in 1937. There followed another 699 shock absorbing high open goods wagons built to a similar Diagram D1983, mostly in 1939 and 1940 but the last 250 were not built until 1949. They were labelled SAW when new but this changed in 1943 to SHOCK or SHOCHIGH. The LMS then built 94 shock absorbing high open goods wagons with 4-shoe Moreton vacuum braking. These were split roughly evenly between wartime building [1940] and post-war building [1949]. The last LMS design were the six medium [3-plank] drop side, open goods wagons built at Derby to Diagram D2152 in 1949, they were

vacuumed braked and were equipped with cradles for carrying crated sheet glass.

THE SR – the SR was not far behind the GWR and the LMSR. It started building 12 high open goods wagons with shock absorbing facilities in 1940, but due to wartime pressures the last ones were not completed until the end of 1942. The next development was the ordering of 38 wagons to Diagram D1392 and, although ordered in August 1947, none were built before January 1949 but were all delivered from Ashford by March 1949. One, No. 14036, is preserved on the North Yorkshire Moors Railway.

THE LNER – Nothing!

BR Built Shock Absorbing Wagons and Vans. As with the normal wagons and vans, each of the Big Four, apart from the LNER, had outstanding orders for shock absorbing wagons and vans which had not been completed, or in some cases, not even started before nationalisation of the railways in Britain on 1 January 1948. Sensibly these orders were allowed to be filled whilst the new management team in British Railways took stock of what they had inherited and what would be needed for the future. To this end, the Ideal Stocks Committee was set up early in 1948.

Medium [3-plank] Open Goods Wagons – Diagram 1/018 – 25 of these drop-side wagons were built at Darlington in 1950. They were equipped with cradles to hold crates of sheet glass and were intended for the glass traffic from St. Helens in Lancashire.

High [5-plank or equivalent] Open Goods Wagons –

Diagram 1/031 – 425 vacuumed-braked wagons were built at Shildon in 1948/1949. All had been withdrawn from revenue service by the early 1970s although many then went into Departmental service.

Diagram 1/035 – 800 shock absorbing wagons were built at Ashford in 1950. The first 500 had the SR type of vacuum braking and the next 300 were double braked [unfitted]. These were later fitted with the Railway Clearing House type of vacuum brake.

Diagram 1/036 – These 100 wagons built at Ashford in 1950 were the same as the unfitted version of Diagram 1/035 but were equipped with tarpaulin bar and had T shaped end stanchions. These were also fitted with RCH vacuum braking later.

Diagram 1/040 – This was basically the LMS design Diagram D1983. 2200 were built at Derby between 1951 and 1954 and all were labelled SHOCK.

Diagram 1/048 – The 250 vehicles built at Derby to this Diagram in 1954 were to the same design as the last 1100 wagons built to Diagram 1/040 but they did not have a tarpaulin bar fitted, they were all labelled SHOCK.

Diagram 1/050 – 849 wagons were built at Derby to this Diagram between 1955 and 1958. They appear to be identical to those built to Diagram 1/048 except that they were 3cwt lighter. Again they were all labelled SHOCK.

Diagram 1/056 – 850 shock absorbing wagons were built at Derby to this Diagram in 1958/59. Once again they were all labelled SHOCK from new. The first 400 had their shock absorbing springs located centrally under the body rather than at the sides [obviously a safety measure, although it complicated the maintenance of these wagons]. The other 450 wagons had their shock absorbing springs located at the sides, suitably protected by a covering board.

Roofed Open Goods Wagons – an apparent paradox but what BR tried in the early 1960s was to have a removable roof on an open goods wagon. Shock absorption was all the go by this time and the 400 roofed open goods wagons built all had shock absorbing capability.

Diagram 1/057 – 100 SHOCROOF A wagons were built at Derby in 1961. They were branded to work between Birmingham and Gartcosh [east of Glasgow] for Colcrest – who Colcrest was, what the wagons carried and how they were unloaded is not at all clear! TOPS coded OVV in 1973, they

were all condemned by 1979.

Diagram 1/058 – A slightly more conventional wagon this time – 300 wagons, SHOCROOF Bs, being built at Derby in 1962–1963. They were much bigger wagons rated for a load of 20tons, later upgraded to 22tons. Instead of a folding roof they had a nylon hood, supported by three tarpaulin bars. They were allocated to the Western Region for the metals traffic [tinplate and rolled steel sheet] from South Wales. 45 were converted to COIL L in 1971 for use in Scotland and in 1982 many were converted for Engineer's use and renamed DACEs. Unconverted SHOCROOF Bs continued in use being TOPS coded OUV. From 1985 air pipes were fitted to these wagons and they received the new TOPS code SUW.

Ventilated Vans – only the GWR had produced shock absorbing vans prior to nationalisation, the other three of the Big Four not contributing any. However, there were outstanding orders and these were completed by BR.

Diagram 1/201 – As with the open wagons, the LNER did not contribute any shock absorbing goods vans to BR but it seems that there might have been an order for such vehicles outstanding at the time of nationalisation. 50 shock absorbing vans were built at Faverdale [Darlington] in 1948 to Diagram 1/201 which had many of the features of LNER ventilated vans.

Diagram 1/206 – 50 vans were built at Wolverton in 1949 to the LMS design of a ventilated van [itself replicated as BR Diagram 1/204] but with a shortened body with horizontally planked sides and doors [of the sliding variety].

Diagram 1/207 – 500 vans were built to this diagram at Ashford in 1950. This was basically the GWR V28 design and were labelled SHOCVAN.

Diagram 1/209 – The main shock absorbing vans built by BR were basically the same design as their Diagram 1/208 standard 12ton ventilated van but with a shorter body to allow for movement. 3000 of these vans were built to Diagram 1/209, mostly at Faverdale but some at Ashford between 1951 and 1956. All were labelled SHOCVAN or SHOCKVAN.

Diagram 1/218 – Another 2075 ventilated shock absorbing vans were built in the late 1950s [900 at Faverdale in 1957, 700 at Ashford in 1958 and 475 at Faverdale in 1958]. All were labelled SHOCVAN.

Diagram 1/220 – A further 100 vans were built at Faverdale in 1959 to this diagram which seems to have been the same as Diagram 1/209 except for hydraulic buffers and plywood sides and doors.

Pallet Vans – by the second half of the 1950s, BR was looking at ways and means by which loading and unloading of vans could be improved and the increasing use of palletising for the conveyance of items previously handled as individual packages was becoming more popular.

Diagram 1/215 – This was the diagram issued for a single experimental shock absorbing pallet van built at Derby and Wolverton in 1960. It was labelled PALVAN SHOCK.

Diagram 1/219 – 200 shock absorbing pallet vans were built to this diagram 25 at Faverdale in 1958, and at Wolverton 60 in 1960 and 125 in 1961.

Markings – as mentioned in the text, shock absorbing vehicles always bore some lettering to identify their unique properties and to warn shunting staff to take sensible precautions when near the springs. However, the main marking for most of their lives were three white stripes on each side and on each end. Initially these were long and thin and often at the end they did not come right down to the bottom of the body. Nor were the stripes put on the sliding doors of Pallet Vans, rather on the body side to the right of the door. In 1964 the shape of these markings was changed to square, simultaneous with the adoption of the boxing in of all the lettering giving details of load, tare, etc. of the wagon or van.

Models – Bachmann in 4mm/ft scale RTR would seem to be the only manufacturer to provide models of shock absorbing vehicles. Between 1992 and 2005 they have produced twelve models to different diagrams, all of which are numbered differently.

A full set of these facilitation notes are available on request.

New Acquisitions –

Ron Richards – showed two jigsaw puzzles on a railway theme – *Sharing the Moment* – Double-headed Great Western train and *Imminent Departure* – LMS trains.

Alan Porter – showed a Bachmann Class 04 Diesel in Black that he had bought from Hattons. Somehow, during its manufacture it had escaped having any decals put on it. He is now undecided as to whether he should decal it himself or to leave it as a rare item which may or may not appreciate in value down the track!

Trevor Batchelor – showed a *Tomlinson Steel* wagon plate from off a wagon – part of the Colombo plan of 1955. Whatever that may be. [My knowledgeable proof-reader says -The Colombo Plan for Cooperative Economic & Social Development in Asia & the Pacific was founded in 1948 at a Commonwealth meeting in Colombo Ceylon, now Sri Lanka. Australia was a signatory. Ed.]

Doing Things –

Ron Richards – has finally finished laying track on his layout. It has taken him about eighteen months.

Alan Porter – continued talking about his new method of making wagon loads. He expanded on the information that he gave at the June GWR SIG meeting.

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Richard Johnson	9437 2470
Great Western Railway Modellers	Roger Solly	9444 7812
Large Scale	Jim Gregg	9298 9442
LNER	Steve Rayner	9379 1147
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

From the Scribe's Quill

As promised in the previous *The Branchline*, the major items of business from the April and May meetings are included here –

Meeting No 333 – April 2010. The major items of business dealt with at this meeting were –

- The Committee was advised that a new catalogue would be implemented in the library. The work to develop the new catalogue and to mark the Branch's books will necessitate closing the library to members from time to time.
- The Committee discussed arrangements for the 2010 Exhibition, with the RAS providing the use of a Thomas-looking vehicle for transporting customers to and from the rail station and the car park. Floorwalkers will be used this year and they will be wearing orange fluoro jackets so that they can be spotted in the crowd.
- The Committee discussed the standards for club layouts including the need for

portability where modules are easily carried by two persons. Only a couple of layouts are not of the described type but one is not keeping to the footprint and description that was approved by the Committee. The President will speak to layout interest groups after the exhibition and assess any necessary changes.

- The new concrete pad is to be used for loading and unloading only – not for long term parking by members.
- The perennial problem of cleanliness of the clubrooms was again raised. Duty Officers need to ensure cleaning duties are carried out or there will be a need to increase door fees to pay for professional cleaning.

Meeting No 334 – May 2010. The major items of business dealt with at this meeting were –

- Frans advised that all was ready for the 2010 Exhibition.
- The Committee determined to obtain quotes to put mesh across the central roof gutter to prevent the build-up of leaves and other debris that contributes to the occasional flooding of the clubrooms..

Meeting No 335 – June 2010. The major items of business dealt with at this meeting were –

- John Maker advised the Committee that the Large Scale SIG proposed to conduct several Sunday meetings on dates to be advised. The Committee approved the proposal.
- Ron Fryer advised that the 2010 Exhibition was excellent, with over 14000 paying customers through the door. Expenses were yet to be finalised but would be in the order of \$62,000. The Committee determined the bonuses for exhibitors – an increase on last year's bonuses.
- Frans Ponjee advised that Ralph Cope had verbally resigned as Secretary due to the pressure of work. Neill Phillips, who is having more farewell appearances than Dame Nellie Melba, was appointed Secretary until the 2010 Annual General Meeting.
- Ron Fryer advised that he intended to visit Bayswater City Council to discuss the progression of the building extension application. He also proposed to discuss the current lease with a view to extending the current arrangement. Ron advised that he had located the plans for the current building and that he would welcome advice from an architect to draw up the plans for the new extension.

Meeting No 335 – June 2010. The major items of business dealt with at this meeting were:

- The Treasurer advised that there had been heavy spending in June to optimise our tax liability. There were many un-presented cheques still to be factored into the finances, which could double our expenditure over income for 2009/10. Our tax liability has increased due to our good 2009 Exhibition. This year's Exhibition was also good but the net profit will be down on last year's. Ron also advised that he would be away 28 Aug to 2 Nov 2010. Frans would hold the cheque books for immediate payments and Niels Kroyer would clear and bank the Branch's monies on

a regular basis during that time.

- Frans advised that he and Tony Poole had discussed the production of a small layout with a BHP representative – with the outcome that BHP will confirm acceptance by letter. Frans has also investigated the building of the layout by AMRA members who have indicated a desire to assist. BHP would like delivery of a layout similar to AMRA U-Drives by December 2010. The COM agreed to go ahead with the project on receipt of BHP's letter. Frans to approach his potential builders when the go ahead is received.

Management Committee Submissions. Committee meetings are normally held on the third Thursday of each month. Items can be posted to the address on page 2 of this issue or placed in the Secretary's pigeon hole. The **Submission deadlines** are –

Submission deadline	for	Committee meeting
11 September		16 September
16 October		21 October
13 November		18 November

Membership Matters

Hello everyone, I do hope those who managed to go to this year's Model Railway Exhibition enjoyed themselves. From what I observed the general public enjoyed the exhibition. I found the spread of votes for the AMC Trophy this year very interesting.

I think a well done to all involved with our exhibition and the just rewards for the big effort put in.

On behalf of all members and the current Management Committee please welcome the following new members to our Association.

If you have not yet visited our Clubrooms please make yourself known to the Duty Officer on your first visit, we'll be able to show you round our Clubroom's facilities and introduce you to a few other members.

Christopher Lundie-Jenkins	Bassendean	
Paul Jardine Clarke	Spearwood	OO
Mary Jardine Clarke	Spearwood	OO
Roger Jardine Clarke	Spearwood	OO
Jim Rowbottom	Wembley	HO/OO
Robert Saul	Carlisle	Sn3.5
David Grattidge	Bayswater	
Stuart Mclean		HO/OO
Marie Mclean		HO/OO
Robert Mandanici	North Perth	HO, Sn3-1/2
Michael Tonks	Busseton	OO
Peter Webb	Girrawheen	N
James Pearce	Huntingdale	
Michael Diepeveen	West Perth	On30, N, Z
Martin Kalkman	Rockingham	N

Book Review – 2

A Scratchbuilder's Guide to Semaphore Signal Construction by Peter Squibb, published by Wild Swan Publications Ltd at ISBN 978 1 905184 68 2. 215mm x 275mm, plasticised card covers, 108 pages. £Stg19.95.

Profusely illustrated with drawings and photographs, both in colour and grey scale, of prototype signals. Many of the photographs are of the hard to see details of prototype signals.

A selection of the photographs illustrated the construction of model signals, their gantries and other details, etc..

While the signals illustrated are of British prototype the basics methods and materials used to construct the models could well be used for the semaphore signals used in other countries.

Of particular interest is Chapter 1, *Signals – Why and Where* which explains what signals are for, their development and how the real railways used them – it's a bit of an eye opener if you look at the way signals are positioned and used in most model railway layouts, particularly those that purport to represent a particular section of railway.

Well worth the cover price and should be required reading. Our Management Committee have been asked to approve the purchase of a copy for our Branch Library.

News Flash – City Models

City Models has been sold. The new owner Andrew Standley will be taking over on 1 September. Andrew is retaining all the current staff who you see when you come into the shop, Bob Clarke, Chris Hill and Jake Elwood.

Andrew intends to run the shop very much as we have in the past so you will see very few changes take place this year at least. Tim will be on hand over the forthcoming months to guide Andrew into the business and you will probably see Tim around the traps for quite a while. Wemie will help a bit with the Model Railway Exhibition in 2011 so you will still see her happy smiling face.

We wish Andrew the very best in his new venture.



**Our first Clubrooms.
Ross Memorial Church at
the corner Hay and Colin
Streets, West Perth.**

**May 1972 to December
1973**

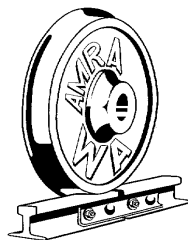


Second Clubrooms – No. 1 Beaufort Street Perth. On the corner of Beaufort Street bridge and Roe Street. December 1973 to July 1977



Third Clubrooms – Meltham Railway Station. July 1977 to September 1989, when we moved into our present Clubrooms in Moojebing Street, Bayswater.

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 201 October 2010 Vol 33 No. 5

Frans' Fatidic

Another new term with nearly the same Management Committee. We would like to welcome Trevor Burke as our new Committee Member. Your Committee has also decided to co-opt Steve Rayner back, with no voting rights, as his contributions are valued.

We hope to have another good year and finally complete the new building.

A new Cleaning Roster has been developed, copies are on the switchboard door and on the Notice Board. The cleaning duties for each meeting date is also shown at the top of the Signing In Book page. The Duty Officer will make sure that the duties are carried out before the start of the scheduled meeting activity. If our Clubrooms are not kept clean your Management Committee may have to appoint a paid cleaner, which will result in higher door fees. So please, **everyone**, when asked do this small duty take pride in your clubrooms so we can all enjoy a clean environment.

Through our member, Tony Poole, BHP has given us a commission to build a representation of their Port Hedland facilities in N scale. The model will have to be finished by 31 March 2011. Anyone interested in helping to build this 8 x 4 layout is very welcome to assist as we will need many helpers. We would like to hear from any member who is willing and able to build the machinery that will be required for this layout.

In this issue of *The Branchline* there will be an expression of interest for our 2011 Exhibition which we believe will be our 35th, I would like to make it an exceptional one to remember. If anyone knows of outsiders that would be interested to exhibit please let me know.

As usual we will be putting together a sub-committee for the Exhibition and if anyone is interested in assisting, please let me know.

ModelRail this year will be held on Sunday 7 November 2010, any questions or queries please contact Alan Burrough or Graham Watson.

Frans Ponjee
Branch President

**Australian Model Railway
Association Western Australian
Branch [Inc.]**
PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Ron Fryer – 9401 3514
email – not available

Committee

Trevor Burke – 9398 4330
trevorburke@bigpond.com

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Niels Kroyer – 9315 9635
email njtskroyer@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

ModelRail

Sunday, November 7, 2010

At ModelRail we come together as one club and showcase our skills and our hobby both to fellow model railway enthusiasts and to the general public. This year will be an Open Day where it is planned to help modellers enhance their skills in a variety of activities.

Our politically correct master modellers will again demonstrate their magical talents with ongoing presentations throughout the day, where members and guests can sit, relax, observe and chat with the experts.

All of our layouts will be in action, from *Berkshires* thundering around the garden layout to *Big Boys* hauling seemingly unending freight trains on the N scale railways. Our team of chefs will yet again entice you with their consummate culinary creations [not to be confused with Master Chef!].

If you are prepared to assist either as demonstrator, chef or public reception officer, please contact Trevor on 9398 4330 or email <trevorburke@bigpond.com> or see him at our Clubrooms on any Saturday. If you're unable to assist, please spread the word and bring your family and friends to enjoy the excitement of our hobby and the fellowship of the model railway fraternity.

Participants are welcome to set up from 0900, the public will storm the building [hopefully] from 1000 until 1600.

We look forward to your company at one of our Branch's outstanding events.

Trevor Burke
ModelRail Coordinator

Literary Lines

Various donations have been received from Frank Goode, Graham, Watson, Bruce Temperley, Peter Rohan, Tom Stokes, Ron Chatterton – thanks very much everyone.

Library - on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Chris Paterson
Branch Librarian

Ted Thoday Encouragement Award for Clubman of the Year

Bob Phelps

If you were to look at the left hand end of the N Scale layout now being built – WesterN' Ridge – inevitably on most Tuesdays, Saturdays and some Fridays, you would find Bob working away on some aspect of the scenery.

Over the past year he has developed and organised the helpers who have assisted him in turning a very boring skeleton of a layout into a rather spectacular scenic affair. On the Saturdays when he is absent he can usually be found down at his holiday home in Dunsborough where he will, in all probability, be working on some aspect of scenery – waterfall, buildings, fencing, etc.

Several members have helped under his supervision but his scenic ability is outstanding. He is always ready to assist anyone with his knowledge of scenic information in 'how to'. He has provided scenic material for free just because he had it available at home. He is ever willing to stop what he is doing and 'show you how', no matter what scale you model in.

He also arranged for the concrete pad of the new extension to be sprayed prior to it being laid – all for nothing! This would have cost the Club around \$700.

Bob is of the firm belief that you only get something from the Club if you are prepared to put something into the Club. That is the very essence of a good Club member.

Des Edwards

Des is intimately involved in the reclassifying, the reorganisation and the computerising of the books in our Library.

This work has required dedication and time, some of which our nominee has done at home.

Des will be continuing with the task in order that the remainder of our Library stock including the DVDs and VHS tapes will be on a similar system. This is a monumental task and has been done with humour and professionalism.

From the Editorial Desk

The Branchline – December issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday 20 November** please. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 19 November
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 20 November
- For items transmitted electronically via e-mail – 1800 Saturday 20 November email address is mandtt@three.com.au – please use subject heading The Branchline.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on **Saturday 4 December**

Please note the intended dates for *The Branchline* publication for 2011:

	Editorial deadline	Assembly, etc.
February	Saturday 22 January	Saturday 5 February
April	Saturday 26 March	Saturday 9 April – includes pre-exhibition material
June	Saturday 28 May – for routine material Sat 11 June – for exhibition reports	Saturday 25 June – will include exhibition reports and AGM material
August	Saturday 30 July	Saturday 13 August
October	Saturday 24 September	Saturday 8 October – will include AGM Minutes
December	Saturday 19 November	Saturday 3 December

Ted Thoday

Library Reorganisation Update

Around 1600 prototype books have now been entered into the Library computer data base – the first stage of our Library reorganisation.

The second stage, renumbering the books will have started by the time you read this report.

During this stage the Library will be somewhat disorganised, so we ask that **no prototype books** be taken out until further notice. This does not, however, include magazines, videos or modelling books.

Unfortunately, as this work usually occurs only during the Tuesday Daylighters meeting, the work will take a few weeks to complete but the disruption to general library activities will be kept to a minimum.

Thanks to all members for their continuing patience during the reorganisation.

Chris Paterson and Des Edwards

Around the Layouts

The Valentine Run. While not immediately obvious, there has been much progress on the layout.

Alan Higgs' modification of the bridge to the service area has enabled On30 locos and HO 84' coaches to access these facilities. The Industrial Park end of the four track tunnel now lifts off to provide easier access to the interior, which, unless the portals are removed, is in darkness due to the judicious placement of black cardboard paralleling the tracks.

All the available panels have been recessed into the fascia by Craig and Alan, enclosing them in a wooden framework and hinging them for easier electrical connection and maintenance. The

connection of panel wiring to the distribution terminal strips by David has set a standard of neatness and precision probably not to be seen again – as he has accepted employment up north in iron ore country.

Rock moulds have appeared behind the coal mine at Harris and adjacent to the dry gulch bridge courtesy of Trevor. Also, due to his efforts, the tunnel mouths now have suitable drainage.

The scything projectile [see August issue, page 18] has now been straightened and repainted by Nat and the lines and decals applied. Hopefully it won't be too long before this fills its space in the front fascia.

The inner main panel is all but completed, with its dazzling lighting display. Yellow indicates power to a block, green and red indicate turnout selection and no lights usually suggests one needs to visit the wall power switch.

Alan Burroughs
Craig Hartmann
Layout Coordinators

The Poem

In the last issue Alan Porter made reference to a poem that he hoped Mr. Editor would find space for in that issue. As you will have noticed it wasn't and he didn't. To rectify that and placate Alan, here it is.

I saw this poem in No.137 [13 May – 9 June 2010] issue of *Heritage Railway* and couldn't stop laughing! It was originally published in 1966 in *Seven Valley News* and relates clearly how one Cornish footplate man - a certain A.F. Brookes, depot unknown [but possibly Ponsandane!] - thought of the new BR Western Region Warship Class diesel hydraulics that were being foisted upon the west country's devout steam men!

It's written in classic phonetic Cornish drawl and it helps to read it aloud [and maybe to have practiced a bit with the likes of "*Orrrh, crops be bard*"] but . . . if you're a Cornishman, it can be read silently!

A Cornish driver's introduction to a Warship diesel by A.F. Brookes

O growling box with wheels inside
What wonders inside do 'ee 'ide
That makes 'em cast the Kings aside
An' 'alls an' Castles in their stride?

An enjun shouldn't growl that way
I wonder what wud Churchward sa?
It'd ne'er 'appen in 'is day
They'd ne'er chuck 'is Saints away.

Which ist' front and which ist' back?
Et thing aught ne'er be on the track
An' how d'ya drive it, where's the knack
– aint no tender, aint no stack.

They call't Hydraulics, why hev'n knows,
 runs on water, I suppose
 an what 'ey say, I guess it goes
 – but ain't th' enjun what I chose.

Box on whels what's painted green,
 Queerest enjun I e'er seen,
 Know one thing - it ain't quite clean
 – dunno what the damn thing's been.

'et thing aught ne'er be on the track!

[Editor's note. Ponsandane – Penzance loco depot which is known as Long Rock].

Membership Matters

Spring has sprung and the time is nigh to get into some great model railway work that has been left dormant for too long.

A gentle reminder to any member who has not yet renewed their membership – **unless you renew this will be the last issue of *The Branchline* you will receive.**

A Quote from the Federal Registrar – Unfinancial Members.

Members who haven't renewed yet are now **unfinancial**. Please renew as soon as possible or alternatively notify me of your intention to resign so that the outstanding renewals can be resolved as soon as possible as I do have many other things I need to get done.

On behalf of **all** members and the current Management Committee please welcome the following new members to our Association.

Murray Rowe	BERTRAM	
Jim Crawford	FLOREAT	
William Greenfield	LEDA	
Timothy Maunder	ORELIA	G

John Maker
 Branch Registrar

Dowerin Field Days

AMRA WA Branch was represented for the first time at the 2010 Dowerin Field Days with my layout, Horton, and the Branch's two U-drive layouts. Frans and Rosemary Ponjee brought up the U-drives and barricading and stayed for with me for three nights. They did a great job and a lot of interest was shown by visitors of all ages. See the photograph at the end of this article.

The two day event brought in a good crowd and at times we were quite busy. Donations were requested from 'drivers of the trains' on the U-drives and \$160.00 was raised to be passed to the Royal Flying Doctor Service.

Thanks to Alan Higgs for the barricading design which fitted perfectly and to Graham Watson for the loan of Sn3½ models of the rolling stock that will be soon coming to Dowerin for the Steam

Heritage Rail project.

The first of the rolling stock for the Museum at Minnivale [part of Steam Heritage Rail] has now arrived.

Barry Keens.



Around the SIGs

Great Western Railway Modellers Special Interest Group's August meeting.

Introduction – The open merchandise wagon and the open mineral wagon [predominantly for coal] made their debut at an early date in the history of railways. Merchandise is a general term covering **all freight other than bulk materials**.

The main advantage of the open wagon for the carriage of merchandise has always been its versatility – it can accommodate large loads that could not pass through the normal 5ft. wide door of a covered wagon and it can be loaded overhead by crane. If necessary, the load can be protected by sheeting [tarpaulin]. However, its main disadvantages lay not so much with the wagon itself but with the sheets used to protect the contents. They were prone to develop holes [despite all care and attention in their handling], they were liable to sag when rain fell [and leak if they were holed] unless there was a sheet rail on the wagon and there was always a fire risk from sparks from steam engines falling on them. The labour cost of sheeting and unsheeting operations eventually became too high and so the covered van became more popular for the carriage of those types of merchandise liable to be damaged by water. As a consequence of this, some open wagons became specialised and devoted to particular traffics – e.g. bricks, tinplate, motor vehicles, etc., etc..

GWR Open Wagons used for Merchandise - These are to be found in the O section of the GWR Wagon Diagrams Book. To some eyes 'they all look alike'!! However, there are significant differences to be found in the forty-four different listed Diagrams. The photographs provided with a full set of the Notes will help in identifying those differences. Diagram O1 covered the TOURN bogie two-plank [and later four-plank] wagon built in 1888-89 and scrapped in 1934. They were not produced in great quantity, as the railway rating system gave no incentive for large loads of merchandise and it was difficult to find full loads for them, even between large centres like London, Birmingham and Bristol. Even the 12-ton wagons generally carried about 3½ tons in the 1920s, due to the desire for quick transit in reply to rapidly increasing road competition.

Dealing with the rest of the O series, they can be broadly divided into four groups –

- OPEN unfitted open wagons [telegraphically renamed HIGH during WW2]
- OPEN A unfitted open wagons with the Williams patent movable sheet support rail [telegraphically renamed HIBAR during WW2]
- OPEN B vacuum brake fitted open wagons with the Williams patent movable sheet support rail [telegraphically renamed HIBARFIT during WW2]
- OPEN C open wagons with 24ft. 6in. body clear [telegraphically renamed TUBE during WW2]

It should be noted that in their later lives, many OPEN A and OPEN B wagons lost their sheet support rails and also some OPEN B wagons had their vacuum braking gear removed.

Development History –

16ft. over headstock/9ft. wheelbase open wagons – this section discusses standard open wagons built from about 1868 right through the OPEN, OPEN A, and OPEN B 16ft. over headstocks wagons built between 1904 and 1927. These are all listed in the Table included with a full set of the Notes.

17ft. 6in. over headstocks/9ft. and 10ft. wheelbase open wagons – in this section we look at the further development of the open merchandise wagons after Grouping when the GWR commenced building them on Railway Clearing House 17ft. 6in. underframes with 9ft. wheelbase. All the differing diagrams are explained and again, the table at the end of the full set on Notes contains details of all the OPEN, OPEN A and OPEN B 17ft. 6in. over headstocks wagons built between 1925 and BR days.

OPEN C wagons – these were long wheelbase intended for deal planks and later on steel tubes [pipes] became a common load. They were 25ft. over headstocks with a 15ft. wheelbase and were capable of carrying a 14-ton load. In 1945, Diagram O41 was a post-WW2 version, 30ft. over headstocks on a 19ft. 6in. wheelbase and was rated to carry 21 tons. The table lists OPEN C wagons built between 1907 and 1947.

Specialised Open Merchandise Wagons – this section lists seven different Diagrams built to carry specialised merchandise [linoleum, china clay, grain etc]. A brief explanation is given for each Diagram and covers the period from about 1890 to 1939.

Models – there followed a list of the known models and kits in the various scales that covers the subject under review. Surprisingly, neither of the Big Two, Hornby or Bachmann, have produced models.

References – these are listed in the full set of these Notes, a copy of which is available on request. I might add that the Notes also contain photographs of the various wagons so that the differences

can be seen. [in most cases].

Running Numbers, etc. – finally, as a bonus, the running numbers of the nearly 76,000 wagons detailed within the Table, are available by twisting the facilitator's arm and saying 'PLEASE'.

New Acquisitions –

Roger Solly – showed an old copy of a Jack Stanbridge catalogue [when Jack had a Wellington Street shop as well as the Canning Hwy shop] date unknown but estimated to be around 1950s.

John Maker – showed the latest copy of the *Great Western Journal*.

Steve Rayner – brought along the latest G/Farish [Bachmann] GWR cattle wagons. More accurate than the Peco equivalent. Also showed the recent Bachmann released GWR TOAD brake Van.

Ron Richards – showed two Dapol 7-plank wagons GLAN GARNANT weathered, limited edition from the West Wales Wagon Works. He also showed an Oxford Diecast set of three Tractors and also a separate Oxford Diecast grey Ferguson tractor. He followed these with an EFE model of a Leyland TDI open stairs Western National D/Deck bus in Green and Cream.

Doing Things –

Keith Donetta – [a new member to the GWR SIG – Welcome Keith] told us that he is currently working on a CAD design for his new GWR layout.

Ron Richards – Ron is now at the stage where he is putting lights in his layout buildings.

Roger Solly – has been working on a level crossing in O scale [what else!]. He hopes to show it next month.

Barry Peacock – found that the LNER used some of its cattle trucks and converted them into container wagons and Barry has been sourcing wagons and modifying them for the containers he has acquired.

Thanks once again to Alan Porter for the Notes that he left us in absentia. He is cruising the Far East or thereabouts.

British Railways Special Interest Group's July meeting subject was simply entitled *Some Modelling Problems – [Couplings, Lubrication, Weighting]*. These, of course, are not the only problems that the modeller of British Railways after 1948 may encounter. There are many others and of course they are not peculiar to only British outline. Modellers of other railways of the world often encounter at least two of these problems.

Couplings – In 1948 British Railways inherited a large quantity of rolling stock and locomotives from the Big Four and almost all were fitted with couplings that required human intervention to make and to break. The exceptions were the few automatic buck-eye type couplings fitted to ex-LNER Gresley and ex-SR Bullied mainline corridor coaches, to the vehicles of the Pullman Car Company and to the various electric multiple units from the SR and LMS. All the other rolling stock and all of the locomotives inherited from the Big Four were fitted with a manually operated flexible chain type of coupling which required sprung buffers for operation. These chain type couplings were of three basic types –

[a] a simple three-link chain which was thrown onto the hook at the end of an

adjoining vehicle [but that vehicle's three-link chain remained unused and hung free]. This type of coupling was on the non-automatically braked goods vehicles [unfitted] inherited and was used on those unfitted wagons built by BR until the late 1950s.

- [b] the Instanter coupling – a modified version of the three-link chain in which the centre link took on a pear-shape. These couplings were to be found on some automatically braked [fitted] goods stock. When coupled to another fitted vehicle the short dimension of the centre link was used, bringing the buffers of both vehicles into compression. When coupled to an unfitted vehicle, the centre link was used on its long dimension.
- [c] the screw coupling – another variant of the three-link coupling in which the centre link was replaced by a screw turned with a clockwork thread at one end and a counter-clockwise thread at the other end, each threaded end screwing into an end link. The screw was fitted with a tommy bar that enabled the whole assembly to be tightened up or eased off. The screw coupling was used on all coaching stock, most locomotives and on most fitted goods stock.

Using commercially available products it is possible to replicate any of these couplings when modelling 7mm/ft scale [1:43], possible, but a little more difficult in 4mm/ft OO, EM or P4 and nigh on impossible to replicate the real thing in 2mm/ft [N Scale].

The Notes then go on to describe all the various couplings that are available for modellers, who makes them and how the work and their advantages and disadvantages in some detail. To finish off perhaps I should include the last sentence of this section in the Notes. “Adrian du Heaume uses a U shaped piece of wire dropped into the tops of the gangway connections of two adjoining coaches and painted black to couple them together and abandons completely any other form of coupling at buffer beam level – easily removed for uncoupling and easy to recouple!

Lubrication – lubrication of model railway locomotives and rolling stock falls into three main areas –

- [a] rotating parts of electric motors and of locomotive chassis [axle journals, valve gear joints etc.] – a **small** drop of light oil.
- [b] Gears – white grease or graphite grease.
- [c] axle boxes of pin-point axle rolling stock – 3B pencil rubbed into the cups of pin-point bearings. Local experience suggests that both the silicone based *KING OF SHAVES* [available from Woolworths, Men's Toiletries – we are informed that it is useless for shaving!] and the Super Lube with Teflon produced by the Synco Chemical Corporation of Bohemia, NY and sold at distress prices [10–15 years ago] at Alco outlets, give excellent lubricity to axleboxes. However, there are some diehard critics who suggest there may be some oxidation or other chemical change to the *KING OF SHAVES* liquid and it may collect dust, etc and become sticky. [I suggest the we give it a fair chance before it is condemned!] The facilitator then goes on to tell us that Woodlands Scenics market a seven-pack workshop assortment of Hob-E-Lube precision lubricants for craftsmen. He then lists the components of the pack and what they are best used for. A number of us have also had some joy using WAHL OIL which is used by hairdressers to lubricate their electric hair-cutters [I wonder if that picks up hair and dust?]. It should be noted that Iain Rice states in his book that he **never** uses oil to lubricate wagons.

Weighting – There are three main reasons for adding weight to model wagons – to keep them on the track, to provide some realistic momentum and to stop them from moving when buffering up with auto-couplers. There follows a lengthy treatise on the weights of 4mm plastic kit-built wagons, 4mm RTR wagons followed by the various recommendations by the two main British 4mm modelling societies, the NMRA and Iain Rice himself through his book *Railway Modelling The Realistic Way* and also the facilitator himself. I think his last sentence of this section is worth repeating. “If a wagon doesn’t cause problems, don’t add any weight! It should be borne in mind that adding extra weight doesn’t necessarily improve the rollability of a piece of rolling stock.”

General Business –

- [a] Gunk on plastic wheels. For a long term cure, change over to metal wheels! The gunk can be cleaned off by putting a short piece of track [150mm or so] in a flat tray, covering it with a CHUX wipe cloth [or similar] and putting enough kerosene in the tray to just wet the wipe cloth. Propel the wagons with gunky wheels back and forth over the kerosene soaked cloth on top of the piece of track.
- [b] Have another tray with a similar set-up but with a clean wipe cloth and **no** kerosene. After ten or so back and forth movements over the kerosene soaked cloth, run the wagon over the clean cloth a few times and check whether there is any staining with gunk. If so, go back to [a] and repeat the first step and so on until all wheels are gunk free! Easy!

New Acquisitions –

Ron Fryer – showed his new locomotive, a Lima King class 4–6–0 *King George V* No. 6000 that he bought from Moojebing Market recently for \$35!! Tom Stokes lubricated it and it runs just perfect!

John Maker – showed a GWR Rule Book 1933 that he bought from EBay UK for £3–4. Excellent condition.

Tom Stokes – showed two of the new Bachmann China Clay wagons that he had just acquired from Kernow Model Centre. They have flat covers and will join others that he has to make up a full china clay train.

Alan Porter – showed a Bachmann Conflat wagon with a BD Container in BR Crimson that had arrived recently.

Trevor Batchelor – showed his LMS Garratt No. 7994, a Keyser kit put together by Peter Higgins, it would appear that one or more of the wheels needs re-quartring.

Doing Things – nobody appears to be doing things!

British Railways Special Interest Group’s topic for the August meeting was the BR Trip Working Diesel Locomotives [No. 10800 and Classes 14, 15, 16 and 17] and is perhaps a little misleading for although these locomotive classes were indeed much used for trip working of goods wagons from one marshalling yard to another, their main design purpose was for use on freight traffic on secondary routes and on branch lines.

No. 10800. It is well known that although the Southern Railway decided in 1946 to try out main line diesel electric traction before a similar decision was taken by the LMS, it was the latter under its Chief Mechanical Engineer H.G. Ivatt that held the distinction of introducing Britain’s first main line diesel locomotive. This was No. 10000, the first of a pair. It was completed in December 1947

and was joined by No. 10001 in July 1948. As a single unit it was envisaged as an equivalent to a Stanier Black Five for mixed traffic duties but the pair working in multiple were to be compared with a Stanier Princess Coronation Class 4-6-2.

Ivatt also designed three excellent steam locomotive types for branch line and cross-country passenger and freight services and medium mixed traffic work on the LMS in the immediate post-war years – these were the Class 2 2-6-0 and 2-6-2T and the larger Class 4 2-6-0. When he decided to order a small diesel electric locomotive for evaluation on similar duties, he chose a power rating of 800hp, which was the equivalent of a Class 3 steam locomotive – midway between his steam types.

Negotiations were held with British Thompson-Houston [BTH] and the North British Locomotive Company [NBL] and the outcome was a Bo-Bo type locomotive, having a maximum tractive effort of 34,500lbs and could run at a maximum speed of 70mph. It had a single cab with duplicate controls, the driver being able to face either direction. The LMS had envisaged giving it the running number 800 but as it was not completed until May 1950, well into the BR era, it was numbered 10800. It started its working life in Scotland but moved around the country being transferred between various depots as far south as Brighton before being sent to the Derby diesel shop in 1958.

It was finally withdrawn in 1959 and sold to Brush Ltd. of Loughborough in 1962. After a major rebuild it was given the name of *HAWK*, kept its number and became a Research Locomotive. It was accepted onto BR tracks for active operations but even though it was basically quite successful, by 1968 its equipment was outdated and Brush stopped any further development and it was broken up in 1972.

BR Classes 15 and 16 – The Modernisation Plan for British Railways was revealed in 1955 and accordingly the British Transport Commission placed orders for 40 Type A, later Type 1, [800–1000hp for freight] were ordered from three manufacturers as follows –

- [a] English Electric Bo-Bo 1000hp engine, transmission and mechanical parts all English Electric, twenty to LMR
- [b] BTH Bo-Bo 800hp Davey Paxman Engine, BTH Transmission, Clayton mechanical parts, ten to LMR
- [c] North British Bo-Bo 800hp Davey Paxman Engine, General Electric transmission, North British Mechanical parts, ten to ER

The English Electric 1000hp locomotives proved themselves to be satisfactory and even before the Pilot Scheme order had been completed, further orders were placed. A total of 208 of these locomotives, the BR Class 20, were built.

However, our interest on this occasion is the Type A locomotives delivered by BTH and NBL.

The BTH locomotives were numbered D8400–D8409 would have become TOPS Class 16 had they lasted until the early 1970s.

The NBL locomotives – numbered D8200–D8209, with a further 34 subsequently built numbered D8210–D8243 – would have become TOPS Class 15 had they lasted until the early 1970s. D8200–D8209 were delivered between late 1957 and early 1958, with the other 34 delivered between late 1959 and early 1961. D8400–D8409 were delivered between late 1958 and early 1959. Both of these Classes were Bo-Bo types and had a body style similar to No. 10800. With the decline in freight traffic in the late 1960s and their poor operating history, the Class 16s were deemed surplus to requirements during 1968 and were all sold for scrap with none being saved for preservation.

The Class 15s, after seeing out their days mostly in East Anglia, were declared non-standard and expendable and were withdrawn between 1970 and 1971. Only D8233 was preserved on the East Lancashire Railway. The Achilles heel of both Classes was the Davey Paxman engine.

BR Class 17 – By 1960 the English Electric Type A diesel locomotives [Class 20] had proved very successful mechanically but the single cab located at one end had caused some operational difficulty with the sighting of signals when the locomotive was running bonnet first.

The BTC invited tenders for the supply of eighty-eight Type A [later Type 1] diesel locomotives of a new design that would minimise this problem. The Clayton Equipment Co. was the successful tenderer in April 1961 and their new design featured a central cab with long engine compartments on either end. The first locomotive – D8500 – was not delivered until September 1962. D8500–D8585 all had Davey Paxman engines, D8586 and D8587 were fitted with two Rolls–Royce engines.

A further 29 locomotives – D8588–D8616 – were ordered from Beyer Peacock [Gorton] Ltd. and these were fitted with Davey Paxman engines and delivered between March 1964 and April 1965. Two setbacks soon caused BR to query the wisdom of having ordered so many of the Class without extensively trialling the prototype. The first setback was the Davey Paxman engines [BR never learnt!] They proved to be so unreliable and with other problems the locomotives availability was around 50% compared to 90% for the English Electric Type A locomotives [Class 20].

The second of the setbacks was the rapidly disappearing type of work for these locomotives because of Dr. Beeching's infamous axe. Withdrawals commenced in 1968 and in earnest in 1971 – all going after less than 10 years in service. One locomotive, D8568 [ex Ribble Cement], has been preserved by the Diesel Traction Group on the North Yorkshire Railway.

BR Class 14 – Whereas all the Regions bar the WR [and the SR which didn't want the type] received diesel locomotives in the Type A range under the Pilot Scheme, it was some time before that Region plugged the gap [in the best GWR tradition] in a different fashion to the others. The BTC approved the building, at Swindon, of 26 Type 1s, and before the first locomotive had been built ordered a further 30 to the same design. The first locomotive was delivered in July 1964 , numbered D9500 and the last, D9555, in October 1965.

The loss of freight traffic to road haulage and the run-down of the South Wales coalfield meant that the work for which the Class had been conceived went into sharp decline and many of the Class were put into storage mainly at Worcester during 1966. The WR later released 33 of these locomotives to the ER to replace their aged steam locomotives. However, the ER also suffered a sharp decline in traffic and the Region's allocation of 33 Class 14s was all withdrawn by April 1968. The 23 locomotives remaining on the WR fared little better being withdrawn between 1967 and 1969. Forty-five Class 14s found a new life with British Steel and the National Coal Board and eighteen survive in preservation.

After the subject talk a question was asked on why the UK lagged behind in the technology of building diesel locomotives. Many theories were advanced – the War and all its ramifications, Nationalisation by the new Labour Government, Industry operating on outdated machinery due to War production etc., being some of the reasons given. Altogether a very interesting discussion.

A full set of the Facilitation Notes is available on request. They include several photographs of the different classes.

(Continued on page 16)

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

October

Friday	8	[5]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	9	[6]	The Branchline assembly General Activities
Monday	11	[7]	S Scale Special Interest Group meeting – Slide and/or video night. MRWA wagons bring and show.
Tuesday	12	[8]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	13	[1]	DCC Special Interest Group meeting – venue AMRA WA Clubrooms
Friday	15	[2]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	16	[3]	General Activities
Tuesday	19	[4]	Daylighters Group – daytime meeting

Wednesday	20	[5]	Great Western Railway Modellers Special Interest Group meeting – Road Vehicles of the 1930s and 1940s.
Friday	22	[6]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	23	[7]	General Activities
Tuesday	26	[8]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	27	[1]	British Railways Special Interest Group meeting – BR grain wagons.
Friday	29	[2]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	30	[3]	General Activities

November

Monday	1		Constructing a test track [continued from October meeting]
Tuesday	2	[4]	Daylighters Group – daytime meeting
Wednesday	3	[5]	LNER Special Interest Group meeting – running night
Friday	5	[6]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	6	[7]	Prepare Clubrooms for ModelRail General Activities
Sunday	7		ModelRail
Monday	8	[8]	S Scale Special Interest Group meeting – Why you like modelling the WAGR, SAGR, MRWA in S scale, with examples
Tuesday	9	[1]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	10		DCC Special Interest Group meeting – venue Naval Base
Friday	12	[2]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	13	[3]	General Activities
Tuesday	16	[4]	Daylighters Group – daytime meeting
Wednesday	17	[5]	Great Western Railway Modellers Special Interest Group meeting – Townscape and Architecture of the 1930s and 1940s.
Friday	19	[6]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	20	[7]	General Activities

Tuesday	23	[8]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting – Large Scale Special Interest Group meeting –
Wednesday	24	[1]	British Railways Special Interest Group meeting – Wagon Weighbridges and Turntables, Capstans and Winches and Wagon Unloading Devices.
Friday	26	[2]	N Scale Special Interest Group meeting – layout construction General Activities – S Scale Running Night
Saturday	27	[3]	General Activities
Tuesday	30	[4]	Daylighters Group – daytime meeting
December			
Wednesday	1	[5]	LNER and LMS Modellers Special Interest Group meeting – Quiz and Christmas Cheer Night
Friday	3	[6]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	4	[7]	The Branchline assembly General Activities
Monday	6		Test Track – its purpose and how to use it
Tuesday	7	[8]	Daylighters Group – Daytime Meeting
Wednesday	8	[1]	Great Western Railway Modellers Special Interest Group meeting – Quiz and Christmas Cheer Night DCC Special Interest Group meeting – Quiz and Christmas Cheer Night
Friday	10	[2]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	11	[3]	General Activities

(Continued from page 13)

New Acquisitions –

Nick Pusenjak – showed several items –

Dapol Salt Van UNION SALT
Dapol Lime Wagon PEAK LIME
Classix Vauxhall Ten-Four [1948] in Maroon
Oxford Diecast Jowett Javelin in British Racing Green
Oxford Diecast Austin A40 in Grey/White
Oxford Diecast Vauxhall FB Victor in Glade green/Alpine green
Bachmann BR Robinson Class O4 2–8–0 in black, late crest

Doing Things –

Graham Horton – has been making a diesel shed for his layout complete with lights and pits but as it is fixed to his layout we will observe the video of it next month.

Tom Stokes – has fitted tarps to all 22 of his new china clay wagons. He promises to bring, run and tell the train next month. I've already seen it – very nice.

LMS Modellers Special Interest Group's August meeting topic was *How I would model an LMS Terminus Station I have always admired if I had unlimited space, time and money [and what I would actually do with the space I do have and the time and money that I can spare]*'.

Unfortunately, despite the invitation to 'See You There' which was included in the June issue of The Branchline, only two members of the Group turned up for this meeting – Steve Rayner who was Duty Officer for the occasion and Alan Porter!! So the meeting was more than a little flat, so to speak. Nevertheless the they had an interesting chat about

- a. Kyle of Lochalsh, the Highland Railway's terminus on the Scottish mainland, opposite the Isle of Skye, and at the end of a long single line branch from Inverness. The Highland Railway had to manufacture a 'baseboard' in order to build a station there and this was done by dredging the loch between Skye and the mainland and building up the necessary amount of land. The resultant rectangular shaped 'baseboard' had facilities on three sides for McBrayne's steamers, which served Skye and the outlying islands, to berth alongside and there were two small wagon turntables at the corners of the 'baseboard' to enable wagons to be brought alongside a steamer berthed at the far end of the station site. There was an island platform located centrally between two lots of goods sidings that included a cattle dock, end loading facilities and a coal merchant or two.

All in all, it was a very compact place, needing a baseboard of only about 10ft. x 3ft. (in 4mm/ft. scale), plus a suitable fiddle yard, to be modelled without any significant amount of compression. One problem with it is that the locomotive facilities, including a two-road shed and turntable, were located some distance back up the line and these could not be easily incorporated without a larger baseboard or by severe compression of the station's track layout or by using some Modeller's Licence and bringing them right up closer to the station location. Another problem [or more correctly, a disadvantage] would be the rather limited operational challenge of a terminus at the end of a branch line, a very long one in this case.

It was recalled that Simon Mead had once made a very nice 4mm/ft. scale model of Kyle of Lochalsh station. [This was an excellent layout which both our proof reader and I enjoyed. Ed.]

- b. Glasgow [St. Enoch], the terminus of the former Glasgow and South Western Railway. This station had a 500ft x 200ft. glazed arched roof (6ft.6in. x 2ft.7in., or 2000mm x 800mm in 4mm/ft scale), very much like the London terminus of the Midland Railway at St. Pancras. Without any selective compression, the whole station, its approaches from the River Clyde and Saltmarket and the loco shed and fish, fruit and milk shed in the middle of the triangle, would require an L-shaped space of about 30ft x 30ft., definitely putting it into the pipedream [or nightmare!] category. However, it would be an interesting place to model from a traffic point

of view – with main line expresses from St. Pancras, boat trains from Northern Ireland, busy commuter traffic from south of the Clyde and all the traffic from Ayrshire and south west Scotland.

At first glance the overall roof might seem to be a big handicap when producing a model of the station but Alan Porter recalled seeing an excellent 4mm/ft. model of St. Enoch station at an exhibition in Glasgow in 1983 – the roof, modelled in Perspex, had two large irregularly shaped holes cut into it – one to enable the operator to attend to any mishap under the roof and the other to give the admiring public a view of what was happening under the roof! Unfortunately, he could not find the slide he took on that occasion.

As a result of the low turn-out at this meeting, the two participants feel that the LMS Modellers Special Interest Group might well have run its course. It has been holding monthly meetings since 1993 and the range of suitable agenda topics has been exhausted, some having been dealt with more than once [in some instances more than twice]. Although the programme of topics for 2010 will continue unabated, they will be recommending to whoever turns up at the 6 October meeting that in 2011 the meetings just take on a ‘general chat-fest’ format, with perhaps every alternate meeting being a running night. Whatever is then decided will be reported upon in the December issue of *The Branchline*.

The meeting of the Group on 1 December will look at ‘How I would model an LMS motive power depot I’ve always admired if I had unlimited space, time and money (and what I would actually do with the space I do have and the time and money I can spare!), followed by a bit of Christmas good cheer. Will we see you there?

Great Western Railway Modellers Special Interest Group’s September meeting had been programmed to include Bring, Run and Tell about a GWR Train but when all were present it was found that nobody was really all that inspired to do just that! **Roger Solly** said that we had seen many times the five O scale GWR trains that he has, **Alan Porter** [an avowed LMS modeller] said he has only one or two suitable GWR locos and, fresh back from a holiday, hadn’t found the time to bring them and **John Maker** also had brought nothing [although he has recently inherited a vast amount of stock which must surely include **some** GWR items]. **John Brenchley** did bring his little box full of N scale locos and rolling stock but he too reckoned they’d all been seen before. So they settled down to cover the other normal items on the Agenda.

New Acquisitions were shown by –

John Brenchley – the Spring 2010 issue of *The Pannier* [the occasional magazine of the Great Western Railway Study Group of which he is an overseas member] containing some interesting photographs of Victorian era GWR locomotives [which appealed greatly to Roger Solly] and one of a GWR horse drawn dray.

John Maker – a small booklet *Great Little Trains of Wales* by Derek Parkin and published in 1974 and a more recent book *GWR Quiz* by Anthony J. Lambert and Geoffrey Kichenside and published by David & Charles which was full of the most obscure questions about the GWR [and fortunately the answers!].

Alan Porter – although not a unique GWR subject but remembering the GWR ran the *Torquay Pullman* in the late 1920s, he felt justified in showing two books from the *Pullman Profile* series by Antony M. Ford and published by Noodle Books [although printed by Ian Allan Printing Ltd.]. Beautifully printed with lots of photographs and information but not cheap!

- *No.1* [published in 2008] covering the sixty-four British-built Pullman Cars that entered service between 1908 and 1923. These had timber bodies [ranging from 63ft.6in. to 65ft.4in. long and from 8ft.7in. to 8ft.10¾in. wide] on steel-rod trussed, oak underframes carried on 12ft. wheelbase, coil-sprung six-wheel bogies.
- *No.2* [published in 2010] covering the sixty-six slab-sided Standard K-Type Cars that had been built by various carriage builders in Britain from 1923 to late 1927 and which ran on all of the Big Four companies – even the LMS ran ten of these K-Type Pullman Cars for a while, as it had inherited in 1923 an existing contract [including nine of the twelve wheel Cars] between the Caledonian Railway and the Pullman Car Company. These had 64ft. long and 8ft.6in. wide timber bodies on angle-section trussed, steel underframes carried on 10ft wheelbase leaf-spring, four wheel-bogies. Many of the Cars had their match-board sides plated over with aluminium sheet after World War 2.

Current Projects were shown by –

Roger Solly – a single-track, O gauge level crossing with **working** gates operating as per the real thing [one gate going its full course before the other gate commences its move] which he had built for Dennis Ling's layout. The operating mechanism was a marvel to be seen and showed how Roger uses all sorts of bits and pieces, ranging from hypodermic needles for gate hinges to electric motors from old videotape players and the likes, in his modelling. The original inspiration for the mechanism came from an article in the model railway press. A wonderful example of scratch-building!

John Brenchley – at the other end of the modelling scales and not to be outdone, John showed two examples of how he is building the chimney stacks for his 2mm/ft scale model of the GWR station at Tavistock. Using 2mm x 2mm square-section styrene rod as a base, John had taken standard 2mm/ft scale embossed brick styrene sheet, sanded it down to almost paper thickness and then folded it to fit around the square section styrene rod [taking care to get the joints at the four corners of the chimney stack correctly aligned as per the prototype] and then using slivers of the same thinned down embossed brick styrene sheet to produce the chimney corbels [those brick courses which protrude at the top and part way up the chimney stack]. Although John claimed the brick courses could all be seen with the naked eye, some of the members of the Group reckoned that they must now make an appointment with the optometrist! Again, a wonderful example of scratch-building!

S Scale Special Interest Group. The Group's August meeting was attended by 27 AMRA members, a little down on the SIG average of 33. The topic for the meeting was a Bring and Show of any of your recent or early scratch-built models, vehicles or structures.

Graham Watson updated members of developments with North Yard following the sudden and unexpected death of proprietor Graham Selman. Many of the parts produced by Northyard were compatible with the WAGR/MRWA systems and therefore used by modellers of the West Australian scene. The family of the late Mr Selman is trying to complete back orders. Graham has been advised that a number of parties have expressed an interest in buying the Northyard business as a going concern. Railwest are procuring more of the modern w-irons and hope they will be arriving in September.

Graham again reminded members of the Albany Model Railway Expo which is to be held on 8 October and the ARHS Railfest which will now be held on Sunday 31 October.

Bill Gray reported that the winter edition of the ASNM is running a little late but is expected

sooner than later. Bill has quite a few articles in the pipeline but said there are never too many so members should not be reticent in writing some, no matter how short, as long as they relate to modelling the 3'6" system by our WA modellers.

Stuart Mackay reported and **Rob Clark** confirmed that he will be producing decals for the U class and the up-coming V class and the MRWA L wagon under the Westland label. Samples look very accurate and colourful and should sell for approximately \$5 per set.

Several members brought and showed a range of scratchbuilt and other models they have been working on or produced for their layouts.

Paul Tranter was first to show his A class 1510 diesel electric locomotive which he built on an Athern PA1 chassis. The Athern mechanism is both smooth and powerful and the locomotive glides smoothly on *Swan View* hauling 15 or more wagons. Paul used photos and drawings from the WAGR and other sources and is happy to make copies available to members interested in building an A class numbered from 1507 to 1514. The A class from 1501–1506 had different valences and cab window positions.

Rob Clark showed demos of his V class decals and his FD van fully lettered and numbered using the decals he orders from *Signs of all Kinds*. Rob informed the group that Brunel Models have advised that they are no longer doing decals-to-order.

Alan Penstone showed a number of WAGR wagons that he and his son scratch-built in the 1990s when wagon kits were not so freely available. Alan's wagons included a D van, a rare 4-door R wagon, a GC, a QBB with code 55 rail used to represent the uprights, as used by the WAGR, and an HD wagon. Scratch building is a lot of fun but the availability of kits has reduced the necessity to some extent to make our own wagons.

Doug Firth used the article by Graham Watson on page 56–58 of the December 1997 *AMRM* to build his own NFA and HDA 4-wheel flat wagons and a trailer to go behind one of his S scale tractors. Doug also reminded us that the plastic clips on bags of sliced bread are made from styrene and are handy to use for scratch-making small detail parts in styrene.

Stuart Mackay showed some of his larger scratch-built vehicles, such as the XB bauxite hoppers and XM ballast hoppers running on converted S scale standard gauge bogies from American Models. Stuart also showed a GC wagon built at the same time as Alan Penstone's GC at one of our S Scale Group workshops in 1990 and his scratch-built L class ALCO DE loco 1879 in orange and blue livery which sits on a modified Mainline chassis and BR class 56 bogies. Stuart also showed his Australind Railcar driving trailer which he built in 1996 after a return trip to Bunbury with Graham Watson and their wives.

John Hatch showed the turntable he purchased from New Zealand. This particular model came in kit form and John has spent the last month or so assembling the track and boards on the turntable as well as the circular track in the well. John reported that it is not a kit for the beginner as quite a considerable amount of soldering is required but it should eventually grace John's layout of Pinjarra.

Roger Jenkins showed the New Zealand AB class steam locomotive kit he is assembling. One of these locomotives is preserved in New Zealand and pulls the *Kingston Flyer*. Roger also showed the MSA and MS locomotives he is scratch-building bodies for and which will sit on modified Mantua 2–6–6–2 chassis.

Graham Watson showed his scratch-built models of NFA and HDA 4-wheel flat top wagons. The

HDA differs from the NFA in having a 10'0" wheelbase as opposed to a 9'6" wheelbase of the NFA as well as bulkheads on each end of the wagon [ref; page 56-58 of the December 1997 *AMRM*]. Railwest Models sells the white-metal bulkheads so an HDA is quite easy to scratch-build and an NFA is even easier and cheaper.

The September meeting saw 40 members and one or two visitors brave a cold night to participate.

Graham Watson welcomed members new and old including one or two visitors who had attended to participate in the night's topic of Useful Modelling Tips as presented by members. In preliminary announcements Graham advised that North Yard of NZ was operating again following the death of Graham Selman and was in the process of being sold. Orders were being filled by long time friend and colleague Ken Cousins until the new owner takes over. The company is retaining its name but is relocating from Auckland to Blenheim on the South Island and the new owners are Rodger and Christina Cullen.

Graham Watson displayed the prototype of a new kit of a GA wagon of which the WAGR owned 706 vehicles and the MRWA owned four. About 500 were built in Britain and 200 were built in the US. The body comes as a one piece casting and should add greatly to the variety of wagons on any layout of the WA scene.

Bill Gray reported that the recent *Australian Sn Magazine* was one of the best ever and that he welcomed contributors of articles and hoped members subscribe to the magazine. Stuart Mackay concurred with Bill that the *ASN Magazine* was an outstanding example of a small circulation magazine with a professional feel.

Paul Tranter showed the new CD he has produced with photos, drawings and narrative on how he built his WAGR A class DE loco. The CD sells for \$5 and is a boon to any modeller new to the hobby who wants to build a mainline loco. Simon Clarendon, an AMRA member and Sn modeller who lives in Narrikup near Albany on the GSR line will appreciate the CD as he finds it difficult to attend our meetings.

Stuart Mackay reported that the much-awaited brass parts for the V class kit had arrived and that he and Gary Gray hoped to get cracking to get the first fifteen kits out to those who expressed an interest in the kit before Christmas.

Phil Knife showed his recently completed model of a MRWA 4-8-2 A class steam locomotive on a heavily modified Mehano 2-8-0 chassis. Once again Phil has built a beautiful model of a very successful class of locomotive, nine of which ran on the MR from 1926 until the adoption of diesel in 1957. For an account of the A class members should read Adrian Gunzburg's short but informative book *The MR Company Locomotives of Western Australia*, LRRSA, [Melbourne, 1989]. It is said that the MR A class was as powerful and reliable as the WAGR W class and preceded the W by 27 years.

Phil also showed a Wella battery powered soldering iron he bought from Bunnings for \$41. Phil finds it very useful for small jobs from kit assembly to working on the layout especially since he has been using 4AA rechargeable lithium iron batteries

Stuart Mackay showed the three MRWA wagons [an L, an AC and an AE] he has been assembling for the MR challenge in October. Stuart urged members to come along and hopefully bring a model, vehicle or structure pertaining to the MRWA. One highlight should be Rob Clark's showing of Joe Moir's slides of the MRWA. Unfortunately Joe cannot attend the meeting as he will be going into hospital to have open-heart surgery. All the members wish Joe all the very best and look forward to seeing him again at the December or January meeting at the latest.



Phil Knife's A class as shown at the S scale SIG meeting

Bill Gray has been very busy lately having returned to University to do an undergraduate creative writing course. Nevertheless he still has time to be the WA representative of the *Australian Sn Modeller Magazine*, taking photographs, writing articles and promoting the magazine. Bill showed the model of the house he intends to build when his ship comes in.

Greg Aitken showed the model he made of a CBH wheat bin and how he constructed it from lengths of Australia Post cardboard tube. Greg cut the tube to length to represent the height of the outside walls and wrapped the outsides with corrugated styrene. The roof was also made from styrene and the final model was sprayed silver. It is typical of the many wheat bins located in wheat belt towns such as Bencubbin where Greg lived as a young boy.

Doug Firth often applies the skills and knowledge he has accumulated as a professional book restorer to his modelling. He showed how fine linen sailing thread can be waxed with beeswax to replicate the ropes to tie down tarpaulins and loads on wagons. The beeswax removes the furry nature of thread and gives it a realistic scale look and feel.

Ron Richards showed a packet of six *Teachers Choice* brand plastic pipettes he recently purchased from the art shop chainstore at Garden City and probably in most shopping centres for \$7.50. These pipettes are handy for transferring paints, thinners and liquids from one form of container to another as required by modellers. Ron also uses a flux intended for the soldering of leadlight windows which Ron says is more than useful when soldering model parts.

Stuart Mackay showed the set of six brushes he bought for \$6.95 from Hobbyco in the magnificent QV building on his recent junket to Sydney. The six brushes in the pack come in a range of sizes and are ideal for painting figures and underframe detail on wagons and coaches. Fortunately you don't have to go to Sydney to buy the items as Hobbyco has a very good website.

Stuart also showed a range of basic tools he uses to scratchbuild patterns for wagons and locos in S scale. The list is too numerous to mention here so he will make a list of the items, especially suitable for those just starting out in scratch-building, which can be obtained from Stuart via his email address listed at the bottom of this report.

Peter Edwards showed a number of tools and hints appropriate to model making. They included micro reamers and smoothers from Bunning's which have a host of uses when working with styrene, brass and white-metal. Peter recommends the use of a track cutting tool in place of side-cutters for cutting metal and removing castings from sprues as the blades are suitably hardened and last longer. Peter showed two super glues he finds effective and the acetone he uses to release superglue. Peter also mentioned Eileen's Emporium for silver wire suitable for hand rails and DCC Concepts for a no clean flux [approx \$12 per bottle].

John Hatch likes to cover or laminate the scale drawings of a model with clear plastic and overlay parts onto the drawing as he builds it to ensure the accuracy of his modelling. John recommends this method and says that the parts can then be easily removed from the drawing when he needs to assemble the model.

Peter Rohan showed some digital Vernier calipers complete with an accessory mortise chisel attachment that he purchased recently. The mortise chisel enables the modeller to mark or scribe soft materials such as styrene or brass sheet.

Graham Watson provided six examples of commercial products he recommends and uses when making the patterns for a urethane kit of a wagon or locomotive. Graham says these items save many hours of boring and painstaking work leaving time for other model making. They almost all come from Dave Cleal's Mainly Trains. They included brass wagon corners with rivets, W Irons, coupler buffer plates complete with rivets, brass strapping with rivets of various spacing, etched brass bits for British wagons in S scale from Alan Gibson, MJT [now Dart Castings] 4,5,9 leaf axle box wagon springs and sheets of prescribed styrene from Evergreen's vast range.

Once again, two very successful meetings were held in August and September so if you are considering taking up modelling the WAGR or MRWA in S scale do come along to one of our meetings. It's the best way to get into modelling the local scene. You will be made most welcome.

The S Scale Special Interest Group is a very active group of AMRA modellers which meets on the second Monday of every month at 2000 in the AMRA clubrooms in Moojebing St, Bayswater – visitors are always welcome. Contact Stuart Mackay at mackays@iinet.net.au for general information about the S Scale Group. Bill Gray, william_gray@optusnet.com.au is the WA contact for the *Australian Sn Modeller* and is always eager to receive articles for publication.

British Railways Modellers Special Interest Group's September meeting was poorly attended when compared with its previous standards – even the Contact Person for the Group [the Chairman at its meetings] was absent!

[Two of the other Special Interest Groups associated with the modelling of the railways of Britain [the LMS Modellers and the Great Western Railway Modellers] have had the same experience in the last couple of months.

The cause of this lack of enthusiasm is not clear. Have the Groups 'run out of steam'? Have the Groups run out of interesting topics? Maybe the Group members don't like Bring, Run and Tell running nights. Maybe it's something to do with the weather, the Royal Show, the AFL Grand Final or there may be something in the water! How the LNER Modellers Special Interest Group is faring is not known to this scribe.]

Anyway, the meeting was a Bring, Run and Tell event and Tom Stokes made up for the fact that he and his train was the only performer on the night by putting on a first class show. He had created in miniature a most realistic block train of twenty-two heavily weathered Bachmann BR clay wagons hauled by Dapol County Class locomotive No. 1027, *County of Stafford* with a crew in the cab and with the headcode lamps in the correct positions [centre and right on the buffer beam] for a Class E train [express freight with not less than four vacuum braked vehicles piped to the engine] and with their handles in the unique GWR/BR[W] transverse manner.

The wagons were not the famous Clay Hoods but the earlier BR vacuum braked, open wagons, sporting unsupported wagon sheets, heavily clagged up with clay. Tom related how he had acquired sixteen of the wagons from Hattons of Liverpool – these had been Clay Hoods with a removable representation of a blue coloured plastic wagon sheet on a sheet support rail – and the other six had been produced by Bachmann as a Special Edition for the Kernow Model Centre of Camborne, in Cornwall, without a sheet support rail but with a rather crude removable representation of a canvas wagon sheet.

Tom had taken off all the Bachmann representations of wagon sheets and had replaced them with Smith's Sheets, which are a sort of soft fabric, come in packs of five and have the markings of one of the Big Four or of BR. Tom had several diverse packs of Smith's Sheets acquired sometime in the past. He had turned them over so that the markings were on the inside, he had then cut them down in size so that when on the wagon they did not go below the solebars, he had applied a generous amount of talc powder to the top [the reverse side] of the sheets and he had fixed it in place with hair spray. He had cut a polystyrene block and applied a little sand to it to represent a heaped load and he had then folded the clagged wagon sheets over these loads [and presumably glued the folds together but this was not made clear].

With a Toad bringing up the rear and correctly carrying just the one rear lamp [and without forward facing lamps as it was a fully fitted block train], Tom had created a wonderful model of a BR clay block train on its way from Cornwall to perhaps the Potteries.

The remainder of the meeting was dedicated to members describing and showing their New Acquisitions, as no one had brought along any examples of their Current Projects!

Tom Stokes' new acquisitions were the twenty-two Bachmann clay wagons described above.

John Maker had three items to show –

- a Bachmann BR Class 04 diesel shunter in BR plain black livery and numbered 11222 which he had acquired from Hattons with the intention of cutting it about to produce a WAGR Z Class Drewry shunter – a technique much used by the S Scale Special Interest Group members. However, when it arrived he felt so moved by its beauty that he couldn't pluck up the courage to cut it about, so he acquired another one from Hattons. And, when that arrived, he decided he really wanted [needed?] yet another one. So now there are three and may at least two of them have long and happy unbutchered lives as BR Class 04s on John's railway!!
- a Bachmann 40 tonne Sealion [ex Seacow] YGA bogie hopper wagon in EWS livery – a beautiful model with the finest of handwheels [six of them] on the end platforms to control the rate of ballast flow and roofs above the end platforms to protect the handwheels and other gear from damage by ballast when being loaded. John will need another nine or so of these wagons to make a realistic stone ballast block train!
- a Hornby BR Class 56 diesel electric loco No. 56128 *West Burton Power Station* in BR Railfreight two-tone grey livery with Coal sub-sector branding [four black diamonds on a yellow background]. John had acquired this DCC fitted loco from a fellow

AMRA member, almost brand new at about 75% of its original purchase price.

Alan Porter had two of the Bachmann BR Mk. I Travelling Post Office [TPO] Sorting Vans produced as a Limited Edition of 2000 in each of four different liveries for Modelzone which has a chain of forty [!] model shops throughout England, Scotland and Wales. The liveries were Post Office Red with Royal [ERII cipher] Mail, blue grey [probably with the same Royal Mail and ERII cipher] and the later Royal Mail Letters and Royal Mail Travelling Post Office liveries, both in Post Office Red. Alan had chosen the first livery which was that carried by the prototype [W80300] when introduced on the Western Region.

The models were right up the fantastic modelling standard that Bachmann now maintains and a comparison was made with the Hornby TPO produced in 1978, the Hornby Dublo TPO of 1957–65 and the Tri-ang TPO of 1955–72, all three of which had their realities compromised by being operational in a play trains manner. How well off we are today!

Perhaps the only disappointing feature of the Bachmann model is the complete absence of the apparatus, the very prominent external net used for picking up mail bags on the run and the [up to four] traductor arms used for the hanging mail bags out to be collected by the rail–side net. Absence of one or both of these features was actually a characteristic of the TPOs [both BR Mk. I and the various TPOs inherited from the Big Four] at various stages of their lives so the complete absence of apparatus from the model can be lived with. But the voids left, although nicely modelled as closed doors, etc., cry out to be filled in and that's where a small kit produced by 247 Developments can help. It consists of an etch for the frame of the on–board net, some fine net [looks like it comes from a milliner] and white metal castings for the traductor arms and the prominent coach–side electric lights.

Discussion about the model was helped by Alan having brought along three reference books – *British Railways Mark I Coaches* by Keith Parkin [which has a chapter on the TPOs] and *The British Travelling Post Office* and *An Illustrated History of the Travelling Post Office* both by Peter Johnson. Perusal of these books by the small number of members present led to much discussion of the modus operandi of the TPOs and this offset the fact that on the night only one BR train was run, seen and told about!

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Richard Johnson	9437 2470
Great Western Railway Modellers	Roger Solly	9444 7812
Large Scale	Jim Gregg	9298 9442
LNER	Steve Rayner	9379 1147
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

From the Scribe's Quill

Meeting No 337 – August 2010. The major items of business dealt with at this meeting were:

- A Branch fixed assets register is being developed by Niels Kroyer. He is in the process of assigning values to the listed items but this was proving to be a very time consuming process.

- Ron Fryer advised that he will be delivering the Roye England letters to Pendon Museum during his visit to the UK. He also advised that Peter Sapte will collect the chassis for the O Scale LNER Director and return it to the Branch in due course.
- The proposed ventilation ducting for the toilets needs to be connected to the roof vents but action will have to be deferred until Dennis Ling, who is the brains behind the revised arrangements, returns in mid-September.
- Following the discussions at the AGM on the Clubroom lease, the Treasurer has developed a plan of action tied to the proposed extension. He will progress those plans on his return from the UK.
- In a bid to develop a budget for the rest of the Financial Year, the Secretary will be writing to all Layout Coordinators requesting their bids for likely expenditure on their respective layouts.

Meeting No 338 – September 2010. The major items of business dealt with at this meeting were:

- The Committee just achieved a quorum with four apologies received for this meeting. Several requests for funding of various items including track rubbers, decoders and screening were approved.
- BHP has requested that AMRA WA Branch build them a portable display layout. Arrangements have been made by the President and he will continue to do so for the immediate future. The layout will be in N Scale but volunteers to assist with any aspect of the layout construction will be welcomed, so that there is no hindrance to the N Scale SIG progressing the *WesterNRidge* layout for the 2011 Exhibition.

Management Committee Submissions. Committee meetings are held on the second last Thursday of the month. Items for Committee consideration can be posted to the address on page 2 of this issue, or placed in the Secretary's pigeonhole. Items received by the start of the Committee meeting will be considered at that meeting, if at all practicable.

Committee meetings are programmed for 21 October, 18 November and 21 December, 2010.

To Back-up or Not to Back-up

In the June issue [page 25] we discussed this question and I decided to take the advice and consult with a knowledgeable person, in my case fellow Branch member and computer whiz John Maker, as to a suitable external hard drive to suit options 4 and 5 of the article.

As a result John obtained a 1tb external hard drive and I handed over \$115.00 in exchange. Connecting the EHD to my computer was simple, two cables which plug into the back of the EHD, one goes to a 240v power supply [one of the spare sockets on your uninterruptable power supply is the best place, the other into a USB port on the computer].

The EHD will show up among the list of drives on **my computer**, rename the EHD as **back up drive**.

John's advice was to open the EHD make a **new folder** named for the date of your back-up [make a similar new folder for each subsequent back-up]. Copy all of your data folders into this new folder – a simple drag and drop action is all that is necessary, the computer then does the work.

In my case it took about 90 minutes to copy all my folders plus some specialised software that cannot now be replaced.

John recommends backing up about every three months, although this will depend on how much extra data you have added – extra family photographs, video, music, etc. which you may not be able to replicate or replace.

Should your computer have a catastrophic failure the EHD can be plugged into your repaired/new computer and your data folders can be downloaded from the EHD and installed on your new hard drive.

Toy Fair

The WA Model Collectors Club have informed us that the October Toy Fair will be on Sunday 24 October – **not** 10 October as stated in previous publicity – venue Cannington Exhibition Centre.

No other details, including a contact for more information, were given in the information sheet sent to our Branch.

EM Gauge Society Manual Sheets

Sheet 3.2.6.(9) – Conversion of Bachmann BR Standard Class 4MT 4–6–0 75xxx Model to EM.

As is usual with these conversion Manual Sheets the emphasis is on the conversion from 00 to EM. The instructions are useful for the general modeller for the information given on taking the model apart and then putting it back together again, both of which are explained in a simple, logical sequence.

Sheet 7.1.9.(1) – Scenery: Scenic Background.

Most of us at one time or another have cringed at the sight of back scenes with ugly breaks across joins in baseboard segments.

This concept uses 1mm thick PVC foam sheets [from sign-makers] to form a continuous, unbroken back/sky scene which can easily be removed if the layout is being transported to an exhibition, etc.

The nature of the material is such that it can be rolled up for transporting or storage but does not remember the curving, ensuring that when it is unrolled it is completely flat.

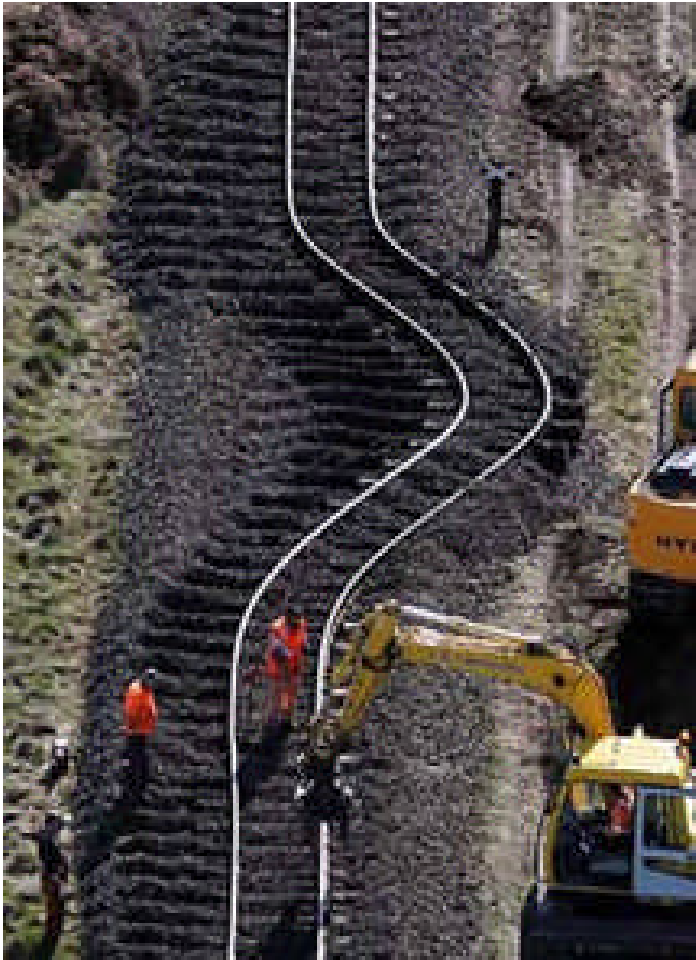
There are some very useful hints and tips on the how to do it methods, etc. which will be of value to modellers in any scale.

Both of these Manual sheets are in our Branch's copy of the EM Gauge Society Manual.

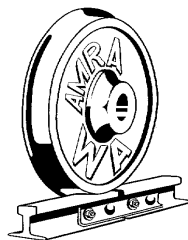
The Power of Mother Nature, or When the earth shook in the Shakey Isles!

Ian Wood provided this picture showing just a small part of the damage caused by the recent earthquake in New Zealand.

It appears to have been caused by compression. Note that the edge of the ballast at left is still pretty straight but the steel rails couldn't absorb the pressure, as a result rails and sleepers developed a distinct curvature.



The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 205	August 2011	Vol 34 No. 4
------------------	--------------------	---------------------

Frans' Fatidic

Just a short note before this year's Annual General Meeting. We have an exciting year ahead of us because of the various projects that are in the pipeline, for example, the new storeroom/workshop and a sale for starters.

One of these projects is the **sale of model railway equipment**, etc., from deceased members' estates, the first of these members only sales will be held on Saturday 10 September in our Clubrooms starting at 1500 sharp.

The items are mainly Australian with some English and American. The items can be viewed between 1400 and 1445, the prices will be displayed on our Clubroom Notice Board from 27 August. Payment in cash or cheque only as we do not have eftpos facilities.

There will be other items on sale by a silent auction. These are items that are surplus to our Branch's requirements. Keep a note of the date on your calendar because it is important for our Branch that the sale is successful.

I would like to thank the outgoing Management Committee for their support over the past year and look forward to another good year.

We have recently been made aware that Vivienne Morling, wife of Branch member Andrew, had passed away. On behalf of your Management Committee and all Branch members I have extended our sympathy and condolences to Andrew and family for their loss.

Membership Renewals must be sent direct to the Federal Registrar, our Branch is no longer able to process renewals and subsequently forward them to the Registrar – see Membership Matters for more information.

Frans Ponjee
Branch President

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Ron Fryer – 9401 3514
email – not available

Committee

Trevor Burke – 9398 4330
trevorburke@bigpond.com

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Niels Kroyer – 9315 9635
email njtskroyer@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

Branch Programme

Due to circumstances outside the control of your Editor some of the Programme details tabulated on pages 12 to 14 may be at variance with those previously published/agreed and are published on an E&OE basis.

Please refer any queries to our Programme Coordinator, John Maker.

From the Editorial Desk

The Branchline – October issue deadline. Routine editorial material, articles, reports, programme items, etc., to me no later than 1500 Saturday 24 September.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on Saturday 8 October and will include the AGM Minutes

Please note the intended dates for *The Branchline* publication for the remainder of 2011:

Editorial deadline for the December issue will be Saturday 19 November. **Assembly, etc.** will be on Saturday 3 December

Ted Thoday

Around the Layouts

Haltwhistle. The layout is still very busy on Saturdays in particular when you might have to wait in line to run your train but you will get a chance as Train drivers are very willing to let you have a turn.

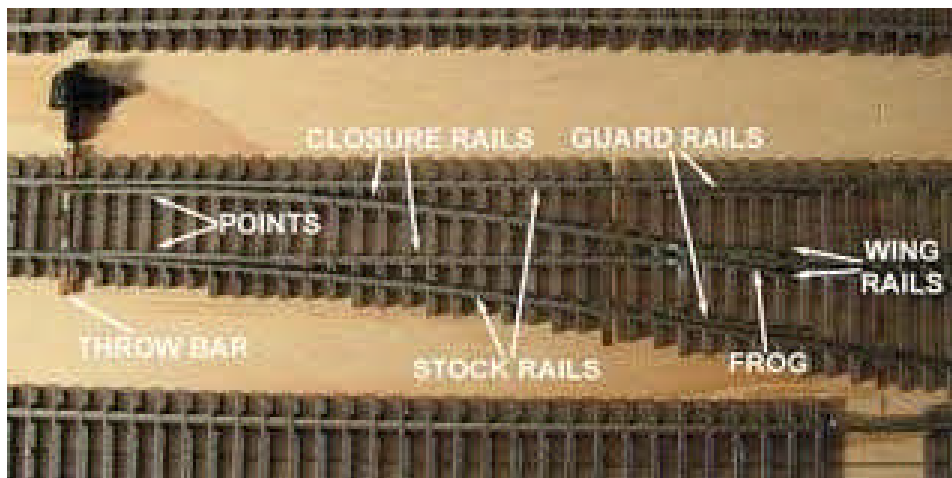
We are having a few problems in Cumwaite yard but these are being worked on by the Haltwhistle crew.

Tom Stokes
Layout Supervisor

The Valentine Run. Our D, V & SF RR policy is to attach droppers to every piece of rail. However, despite advice on various forms of point mutilation to enhance their performance, it was decided to see how the Peco Electrofrogs behaved with power being fed via fishplates

from adjoining rails. Initially these points performed flawlessly, with the odd derailment being traced to recalcitrant rolling stock. Yet over time, problems in electrical conductivity began to develop, most likely due to corroding fishplates and oxidation of closure rail contacts.

To resolve this problem it was decided to add droppers to the stock rails and to use one of the auxiliary switches on each Tortoise point motor to feed power to the closure rails. Thus, for the past few months, the modules have been separated and overturned, displaying their electrical underwear while Alan, Trevor and your scribe attach five additional wires per point.



The demands by the good people of Valentine for a replacement station have been addressed by the governing authorities with the usual commitment to service such organisations display. Their train service has been cancelled, thus eliminating their need for a station. Also catastrophic terrain movements have led to many leaving the area for good. Yet those few who have hung on continue their agitations. It has been decided that Craig be commissioned to source an instant forest for this region. Upon installation, should a prescribed burn get out of hand, authorities consider such an unfortunate occurrence should resolve this matter.

Craig Hartmann
Alan Burrough
Layout Coordinators

‘Missing’ Member

The June issue of *The Branchline* addressed to member No. 6327 Trevor Cocks at a Gwelup Post Office box was returned as the PO Box has been closed.

If any member is in contact with Trevor please ask him to contact either John Maker or me.

Ted

Literary Lines

Library – on Saturday afternoons the Library will be **open** for receiving and issuing books,

magazines and videos **from 1400 to 1630 only.**

Assistance Requested

New member, Darren McLean, is seeking assistance with construction of a model railway layout. Darren is a fly-in/fly-out worker who lives in Butler during his R&R periods.

His layout to be based on a fictional, generic British location, as he wants to operate models of all of the Big Four. It is intended that the layout will be to 4mm scale 16.5mm gauge [OO].

I have given Darren some broad information such as where to find track plans and other basic stuff.

If any member would like to help guide a new member as he takes his first steps into this fascinating hobby of ours please contact Darren by email at <darrenmclean30@hotmail.com>

Ted

Large Scale Special Interest Group

Last year the Group ran several Sunday Run Days on the outside layout, with a lunch time sausage sizzle. These were very successful, operating from about 1100 to 1630. We propose to do the same again this year.

Boiler Certificates. I will have the test rig available during Saturday or Tuesday meetings by arrangement. I always have it at the Sunday Run Days.

Copper boiler certificates last three years before a re-test, the date due is on the Certificate. The re-test is quite quick – an hydraulic test to 1.5 x working pressure and prove the Safety Valve is working at the appropriate pressure.

Steel or stainless steel boilers cannot be certified under our rules.

Sunday Run Days will be on 25 September between 1100 and 1630 and Sunday 6 November between 1000 and 1600 as part of ModelRail.

Jim Gregg

Around the SIGs

Great Western Railway Modellers Special Interest Group. The subject for the May meeting was the GWR Permanent Way vehicles.

Introduction –

Work on the permanent way could be of three main types –

- relaying or complete renewal of track [sometimes with second-hand rails]
- re-sleepering
- re-railing.

For example, in 1929, 227 miles of track were re-laid with new ballast, sleepers and rails, 150 miles were re-laid with second-hand rails, 115 miles received new sleepers and 27 miles received new

rails. Almost all new crossing work was constructed wholly of new materials, although second-hand rail was often used for points in sidings.

Five distinct varieties of vehicles were used for all this work –

- wagons for carrying individual pieces of rail or prepared track panels [J group of wagon Diagrams]
- ballast wagons of both hopper and open, fall-down sided types [P group of wagon Diagrams]
- chaired and plain sleeper wagons [T group of wagon Diagrams]
- brake vans allocated to the Permanent Way Department, many with a ballast spreading plough [AA group of wagon Diagrams]
- in later years, suitable craneage for handling prepared track panels.

The Facilitation notes themselves contain in detail all the information that you could wish to know about the five varieties of vehicles listed above. There is much too much to list in this report. The notes also contain many drawings and photographs of the vehicles and are well worth having. Copies are available on request.

New Acquisitions –

Doug Firth – has purchased a pile of kits – 4 x GWR O4 Open A wagons, 1 x GWR O4 5-plank wagon [post 1925], a platelayers trolley, GWR station seats, GWR V5 Mink A van, a GWR 9ft underframe, and a GWR W1/W5 Cattle wagon. All of these kits are by CooperCraft.

Doing Things –

Ron Richards – is building walls and scenery for his layout.

Alan Porter – is still persisting with re-wheeling his ICI and Murgatroyds bogie tank wagons.

Doug Firth – is still in the process of converting a Class 14XX body to a Class 517. He has ordered the chassis, wheels, motor and gearbox to fit it. He showed a grounded coach that he has made from scrap bits of coaches. He also showed various open wagons that he has made from CooperCraft and Parkside Dundas kits.

Great Western Railway Modellers Special Interest Group. The subject for the June meeting was the features of the GWR Track-work.

Introduction –

At first glance, the track of the GWR looked like the track of the LMSR, the LNER or the SR, but it was a little different in quite a few respects. However, were those differences sufficiently obvious that they can be incorporated into your modelling of the GWR?

Probably so in 7mm/ft scale, **possibly** so in the various 4mm/ft scale variants [P4, EM and OO] and **very unlikely** in 2mm/ft scale modelling [although John Brenchley would probably do so!!!]

So, if you are using Peco Streamline track, or similar, on your OO model of the GWR at **Little Blogsworth-in-the-Marsh**, then you probably need read no further! If you intend to use the information in the Facilitation Notes to improve your track and make it look just like the GWR's track-work, you will be liable to a wealth risk.

Most of us are modelling a GWR era well into the 1900s and beyond and therefore have little or no interest in the standard baulk road that was a feature of Brunel's broad gauge. Notwithstanding this, it may well be of interest to pause a bit and first take a look at the baulk road! So here goes –

The Standard Baulk Road –

The basic concept behind the baulk road was that the rail was supported throughout its entire length by large pieces [baulks] of timber, variously reported as 14in. by 7in., 13in. by 6½in., 12in. by 5in., and 10in. by 7in. These reported variations were probably the result of availability of suitable timber and the means of processing it. A sketch showing the details of the GWR Baulk Road and two photographs are included in the Facilitation Notes.

These substantial pieces of timber were laid on their larger side with the heart-side facing downwards. Replaceable hardwood packing pieces, about 1in. thick, were located on the top if the baulks. These pieces were 8ft. long and could easily be replaced when they were worn out by the passage of trains, thereby avoiding the expense of replacing the heavier longitudinal. The baulks were held apart by transoms [cross timbers] about 5in. by 7in. deep and were kept from spreading by tie bars, approx. 1in. diameter, with plate washers and nuts. The transoms and tie-bars were approximately 8ft. apart. Optional transoms were located in the six-foot to keep adjacent broad gauge tracks apart at the correct distance – these were mostly used on curves or where stresses required extra strengthening. The lengths of 71lbs per yard bridge rail [named so because of their shape] were fastened down on top of the packing pieces by bolts that passed through the flat sides of the rail – these bolts were spaced about two feet apart and were located alternately on both sides of the rail. The ballast of graded crushed stone was heaped up to the level of the top of the baulks and the transoms, but there was a shallow V-section drain in the middle of the set of tracks. The bottom of this drain was below the cross-timber transoms so how it actually operated for drainage of water is not clear!

Cross-Sleepered Track –

While the GWR was using baulk road the companies which chose the narrow gauge, such as the Shrewsbury and Birmingham which was soon to become part of the GWR, laid their rails in the conventional way but, if the evidence of early photographs is to be believed, with sleepers more widely spaced than the 3ft. that the GWR originally used.

There were two types of rail used in the early days of this system. One type was flat-bottomed [sometimes referred to as Vignoles after its French inventor] but which in the GWR's diagram of rail sections was called flanged rail to avoid confusion with bridge rail which also had a flat bottom.

The other type of rail went through two stages of development. In its original double-headed form it was expected to be economical as, after wear on one surface, it could be turned over and the other head used. Unfortunately the rolling loads caused the seats of the chairs to indent the underside of the double head rail which if turned over, would have given a very poor ride. The remedy was to increase the area of one of the heads to give a greater wearing surface and thus bull-head rail was developed. This could not be turned over but it was often turned around for use on sidings after withdrawal from main line use.

Originally all rails were made of iron, but from 1865 the perfection of the Bessemer process for decarbonising iron, gave cheap and reliable rails and steel was used from then on.

Sleepers –

There were three materials that were used by the GWR for sleepers –

Timber –

Sleepers on the GWR, in common with most other railways, were 9ft. long until the first World War made timber difficult to obtain and the length was reduced to 8ft.6in. which was to become the standard from 1921.

Standard sleepers were 10in. by 5in. and were made from Baltic pine [from the Scandinavian countries and Russia] and Douglas fir [from Canada], usually arriving at the GWR's sleeper depots at Hayes [Middlesex] and Radyr [Wales] in the form of blocks 8ft.6in. long by 10in square cross section. These were then sawn in half lengthways to give two 10in. by 5in. sleepers. These were then treated with creosote [ex-gas works] under pressure before being drilled and the chairs being fixed by the fang bolts. In later years, jarrah was used for the switch and crossing work.

Steel –

In 1934 over 100miles of track was re-laid with steel sleepers of which there were three types. The most common type was with the chairs cast on in such a way that the molten metal of the chair flowed through holes in the pressed steel sleeper, firmly fixing the one to the other. Other steel sleepers were cast in one piece and some were made with the chairs welded on. A photograph of steel sleepers being installed on a one mile section of the main line near Maidenhead in 1930 is included in the Facilitation Notes.

Concrete –

Concrete seems to have first been used by the GWR for sleepers sometime during WW2 as a result of supplies of traditional foreign timber being greatly reduced. It is noteworthy that at the time of their introduction these concrete sleepers were used mostly in low speed locations such as loops and sidings.

The other use of concrete was in the so-called pot sleepers, also apparently developed during WW2 for the same reasons as the full length concrete sleepers and also used in loops and sidings. They were reminiscent of the stone block sleepers in the earliest days of railways but with some modern improvements. Each pot sleeper was 24in. x 18in. x 5¼in. thick. A 2½in. x 2½in. T section steel rod connected each second or third pair of pot sleepers but the intermediate pot sleepers could move individually and the gauge could therefore distort – making this track-work not exactly popular with the PW gangs! A photograph of pot sleepers track is included in the Notes.

Chairs –

The standard chair used with the GWR wooden sleepers was unique in having only two through bolts with the nuts on top of the chair and hence the heads of the bolts were on the underside of the sleeper, whereas the British Standard had three chair screws. It was, however, possible to dispense with the third fastening because the chair had a serrated base which fitted into corresponding serrations which had been machined into the sleeper, the whole forming a rigid and strong construction. The serrated base was a feature of all GWR chairs from 1892 onwards.

The GWR standard chair was of cast iron [weighing about 46lbs.] and were produced in the Casting Shop [J2] at Swindon. The arrangement of the common crossing for simple turnouts required special chairs and fittings to hold the crossing vee and wing rails in alignment. The GWR had a range of special chairs and fittings to suit most, if not all, of these crossings.

Rail –

From 1882 to 1894 bull-head rail at 86lbs per yard, with twelve sleepers to each 32ft. length became the GWR standard. From 1894 to 1897 bull-head rail at 92lbs per yard, with thirteen sleepers to each 32ft. length. In 1897 the weight per yard was increased to 95lbs, and from 1898 the length of a rail was increased to 44ft.6in.

In 1899, after some modifications to the bull-head rail, the weight per yard was increased to 97½lbs. The altered design of the bull-head rail proved very successful and remained the GWR standard for the next 21years.

In 1909 an Engineering Standards Committee drew up a specification for rail sections and recommended a 95lbs per yard section for main line use. This was adopted by nearly every railway company in the UK except by the GWR who chose to continue with their own 97½lbs per yard section. Swindon Works had always rolled the rail used on the GWR, buying cold steel billets from the steel companies and then heating them up and rolling them to the desired cross-section. With improved methods of rolling billets of steel, the length of rail was increased to 60ft.

Comments –

The programme for the maintenance of the GWR track-work was quite massive. In 1935 for instance, some 390miles of track renewal was planned, involving some 32,500tons of bullhead rail, 17,000tons of chairs, 4,300tons of bolts, 950tons of fishplates, 60,000 sleepers and 185,000cu.yds. of ballast. The other thing about the GWR track-work, as with that of the others of the Big Four, was that its maintenance and renewal was incredibly labour intensive until in the 1940s track panels of flat bottom [flange] rail and concrete sleepers were prepared away from the work site and then taken to that work site to be unloaded by steam or diesel powered crane.

Working on the principle that a picture is worth a thousand words, some of the photographs in the Notes illustrate the large number of workers involved in what was incredibly hard yakka in handling rails, sleepers, etc. A 60ft. length of 95lbs per yard bull-head rail weighed 1,900lbs [0.85tons] – no wonder it took teams of twenty men or more to move such a length of rail [an average load of 95lbs or 30kgms per man!].

A full set of these Facilitation Notes are available on request.

New Acquisitions –

Ron Fryer – showed two models of City of Manchester D/D buses that he remembers from his childhood days. One was an Corgi *The Original Omnibus* series of a MCW Orion body with a Crossley engine and the other was an EFE model of an MCW Orion body with a Daimler engine.

His next item was a Corgi Trackside OO model of a Post Office Telephone Service van in Dk Olive Green. His last item was a Hornby OO R.484 GWR Clerestory All 3rd coach. He has recently acquired two of these coaches, one from the UK and this one from the City Models stand at the Exhibition. He should have checked it out before paying his money, as when he did remove it from its box he found that the lining decal along one side of the coach was way out of position. Still the 2ft rule works wonders. His full consist looks fabulous when pulled by two 4-4-0s.

John Maker – showed his Hornby OO model of GWR *Lorna Doone*, which he is very happy with, and rightly so! He also showed three booklets –

- *The Ventnor West Branch Line* by Peter A. Harding ISBN 0950941468

- *Railways in the Wight* by C.J. Whittington, and
- *Loco Profile No.27 – The Tilbury Tanks*.

Alan Porter – showed a Corgi Trackside Burrell Road Roller. He next showed us a Pocketbond CLASSIX single axle horsebox towed by a Morris Minor pick-up [ute] followed by another CLASSIX model, a Ford Consul towing a Berkeley Cavalier Caravan.

Ron Richards – showed his two new sets of photographed backscenes. Each set consists of three photographs, which when joined total 108 inches. Each set costs £8.00 and are available from Gaugemaster in the UK.

Doing Things –

Alan Porter – showed us some of his stock that requires fixing. He is progressively repairing these items. He is also completing kits that he started years ago. He talked and showed us his milk tankers that he has repainted and re-lettered. He is now converting the modern couplings to his choice of Peco Simplex couplings.

British Railway Modellers Special Interest Group. The subject for the May meeting was the Cravens Ltd and Park Royal DMUs – Classes 103, 105, 106, 112, 113 and 129.

A – Overview on the Development of DMUs on British Railways –

Before the outbreak of WW2, the GWR had shown the way with diesel multiple units for branch line and some cross-country services that had previously been worked by steam.

The GWR's entry into the diesel arena was in 1933 by way of a single unit lightweight streamlined railcar powered by a single AEC diesel engine. Subsequent joint development by the GWR and AEC led to 33 twin-engined single railcars and two sets of permanent coupled twin railcars which could, if needed, haul a suitably equipped trailer coach located between them, ie. coupled as diesel multiple units. The WW2 and the impending nationalization of the railways led to a cessation of any further development of the DMU concept by the GWR and AEC.

British Railways did set up a committee in 1948 to examine future motive power trends, however it took four years for that committee to produce its report. However, by the end of 1952 something had changed, approval was given for BR to spend up to £500,000 for eight twin-car DMU trains which would make their debut in the West Riding area. Both cars of these DMUs were powered by Leyland 150hp diesel engines and were designed and built by BR at Derby Works.

As a very considerable amount of aluminium was used in their construction they became known as the Derby Lightweights. The success of these early DMUs gave BR the confidence to forge ahead and give authority in December 1954 for a further 1,400 vehicles. Orders were placed immediately with the BR Derby Works and Metropolitan Cammell Ltd.

The massive number of DMUs which the 1955 Modernisation Plan called for was clearly beyond the capacity of BR's own Carriage Works at Derby and Swindon and, as in the case of diesel locomotives, a number of outside railway carriage builders were contracted to build the DMUs. Amongst the ten or so companies were Cravens Ltd., and Park Royal Vehicles and it is these two companies that we look at in these notes.

B – Cravens Ltd., DMUs –

Classes 105, 106, 112 and 113

The Cravens Railway Carriage and Wagon Co. [later known as Cravens Ltd.] of Sheffield had been heavily involved in the BR Mk. I coach construction programme so it was not surprising that they should be invited to supply 405 low density DMUs for Branch Line and Local Services, of these 275 were power cars. All were built to the short frame size of 57ft.6in. and were of steel construction, with a style of body closely based on the then standard Mk. I mainline carriages, with similar bodyside doors and windows and the same bodyside profile.

The front end was distinctive, because only two windows were fitted, giving a neater appearance and extremely good forward vision for the driver and passengers [provided the driver or the second-man did not pull down the blind at the rear of the driving compartment!] When first delivered, the Cravens cars carried the standard DMU dark Brunswick Green livery with two cream bands, one at waist level and the other at cant rail level, both fully encircling the vehicle sides and the front, thus making for a very neat look.

Speed whiskers were also applied to those vehicles delivered before the advent of half or full yellow cab fronts. All did eventually receive these adornments and by the late 1960s they were repainted into standard Rail Blue with all yellow front ends. A few later received the blue/grey livery.

The engines fitted to the Cravens units were of three distinct type – BUT [AEC] six-cylinder horizontal 150hp, Leyland six-cylinder horizontal 150hp, and Rolls-Royce eight-cylinder horizontal 238hp. When the TOPS scheme was introduced in the early 1970s, the two types of 150hp engine Craven units gained separate class numbers, the Leyland equipped ones becoming Class 105s and the BUT [AEC] engine ones becoming Class 106s.

Later in the development of the Craven units when the 238hp engines came to be used with two different types of transmission, the TOPS result was two more classes – the Class 112s and the Class 113s! Four different Classes which all looked basically the same!!

Review of Cravens Cars –

In everyday service, the BR features incorporated into the Cravens sets' bodywork – the sliding window toplights, the door droplights and the metal luggage racks – all picked up vibrations from the diesel engines and produced an effect upon the ear akin to a rattle – gaining them a bad reputation, it often being stated that they were busy rattling or shaking themselves to pieces.

To some extent, the Cravens design was a victim of circumstance. With passenger access through only two doors on each side of each vehicle, they were low density vehicles intended for general branch line and local services but, more than any other type, it was employed for services for which it was not really suitable. This was because of line closures, in particular on the Eastern Region, which robbed them of their intended branch line and local services role.

With virtually mint condition railcars on their hands, the authorities placed them where needs arose, irrespective of their basic unsuitability in one or two classic instances. For example, the Eastern Region's Class 106 units intended for country area duties on the ex-Midland and Great Northern network in East Anglia were made redundant when these lines closed in 1959 and were sent south to handle the Kings Cross suburban duties. It would be difficult to find a less desirable role for them and they were literally flogged to death in an attempt to keep services running. With only two bodyside doors per carriage, bus-type seating and formed in multiples of six or eight vehicles, with a plethora of empty driving cabs in each rake, they made an unhappy contrast to the

articulated, high density, locomotive-hauled compartment carriages that they displaced.

Class 129 Parcels Cars –

Three Parcels Cars, with driving cabs at each end and no gangway connections, were built in 1958 and were based on the Cravens low-density cars and were on the same short 57ft.6in. chassis. They were delivered to the London Midland Region on completion. They were capable of towing a trailing load, or of coupling in multiple, only with the Yellow Diamond coded original Derby Lightweight Units in the North West. In appearance they closely resembled the Cravens Class 105 passenger DMUs with the identical Cravens standard two-window front end.

A two-figure route indicator was located below the centre of the cab front windows and two marker lights, above which were located the Yellow Diamond type multiple unit jumper cable housings. They were originally turned out in Dark Brunswick Green with cream lining, the coaching stock crest on each side, speed whiskers at each end and red buffer-beams. After the normal yellow front end phases, in 1967 they were turned out in unlined standard Rail Blue with full yellow ends. They were withdrawn in 1972/73.

C – Park Royal Vehicles Ltd. DMUs [Class 103] –

Park Royal Vehicles Ltd. of Park Royal, London was a road vehicle coach-building associate of AEC and was a major bus builder. They had pioneered British railcars in association with AEC/Hardy Motors, constructing the bodywork for the prototype GWR 1 in 1933.

After WW2 ended PRV Ltd were successful in obtaining orders for railcars in Ireland, again in association with AEC, and they had constructed the bodies for the experimental four-wheel railcars trialled by BR in 1952. They were awarded a contract to build twenty twin-unit low density DMU sets for use on branch lines and local services. These sets were delivered from the Crossley Motor Works in Stockport and they were allocated to the London Midland Region and most were shedded at Chester. Both types were built to the standard 57ft.6in. length and the Driving Motor Brake Second [DMBS] were powered by two BUT[AEC] 150hp horizontal diesel engines.

In appearance, they followed the style of the original Derby Lightweights although there were some subtle differences. The original livery was dark Brunswick Green with cream lining and speed whiskers, red buffer-beams and pale grey roof. They experienced passing through the half-yellow and full-yellow phases before being re-liveried in plain unlined standard Rail Blue with black buffer-beams about 1966. The last four two-unit sets were finally withdrawn in 1983.

A full set of these facilitation notes is available on request, and they contain much more detail and lots of photographs of all the various Classes.

New Acquisitions –

Ron Richards – showed one of his sixteen new Bachmann OO Bulk Cement wagons. His only problem is that each has a small black plastic pipe that requires fitting – but where? Alan Porter supplied the answer and Ron is a happy chappie.

Alan Porter – showed us a Skale Autos MG TC sports car in red Reg.No. ASD279. He then showed us his new Heljan OO model of BRCW's Diesel Electric prototype LION. I must say it looked a little bit weird in its plain white colour scheme but, that was how it was, so be it.

(Continued on page 14)

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

August

Friday	12	[2]	N Scale Special Interest Group meeting General Activities
Saturday	13	[3]	<i>The Branchline</i> assembly General Activities
Monday	15		Annual General Meeting
Tuesday	16	[4]	Daylighters Group – daytime meeting
Friday	19	[5]	N Scale Special Interest Group meeting General Activities
Saturday	20	[6]	General Activities
Tuesday	23	[7]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	24	[8]	Great Western Railway Modellers Special Interest Group meeting – GWR Parcels Traffic
Friday	26	[1]	N Scale Special Interest Group meeting General Activities

Saturday	27	[2]	General Activities
Tuesday	30	[3]	Daylighters Group – daytime meeting
Wednesday	31	[4]	British Railways Special Interest Group meeting – Pioneer BR Main Line Diesel and Gas Turbine Locomotives

September

Friday	2	[5]	N Scale Special Interest Group meeting General Activities
Saturday	3	[6]	General Activities
Monday	5		Installing DCC Decoders into your Loco
Tuesday	6	[7]	Daylighters Group – daytime meeting
Friday	9	[8]	N Scale Special Interest Group meeting General Activities
Saturday	10	[1]	General Activities until Sale viewing between 1400 and 1445 then Deceased Estate Sale starting at 1500
Monday	12	[2]	S Scale Special Interest Group meeting – Bring and show one of your scratch built models or structures and train running on <i>Swan View</i>
Tuesday	13	[3]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	14		DCC Special Interest Group meeting – venue Naval Base
Friday	16	[4]	N Scale Special Interest Group meeting General Activities
Saturday	17	[5]	General Activities
Tuesday	20	[6]	Daylighters Group – daytime meeting
Wednesday	21	[7]	Great Western Railway Modellers Special Interest Group meeting – Bring, Run and Tell about a GWR train
Friday	23	[8]	N Scale Special Interest Group meeting General Activities
Saturday	24	[1]	General Activities
Tuesday	27	[2]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	28	[3]	British Railways Special Interest Group meeting – Bring, Run and Tell about a BR train
Friday	30	[4]	N Scale Special Interest Group meeting General Activities

October

Saturday	1	[5]	General Activities
Monday	3		What can I Suggest for Christmas
Tuesday	4	[6]	Daylighters Group – daytime meeting
Wednesday	5	[7]	LNER Special Interest Group meeting
Friday	7	[8]	N Scale Special Interest Group meeting General Activities
Saturday	8	[1]	The Branchline assembly General Activities
Monday	10	[2]	S Scale Special Interest Group meeting – a second MRWA night, with slides/video of MRWA
Tuesday	11	[3]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	12	[4]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	14	[5]	N Scale Special Interest Group meeting General Activities
Saturday	15	[6]	General Activities

(Continued from page 11)

Doing Things –

Alan Porter – showed us just where he is up to with his Dapol Stove R Vans and Hornby bogie chemical tankers.

Peter Sapte – this being his last appearance before he departs for the UK – volcano permitting – showed his completed LMS push/pull set that he has been commissioned to do. They really are beautifully made, painted and finished. Well done Peter!

Have a safe journey back to the Old Dart and look forward to seeing you on your next visit. [Does anyone know the true origin of just how the name, the Old Dart, came to be? Perhaps it has something to do with the River Dart and/or Dartmouth itself.]

[Proof Reader's note – It is an expression coined in Australia and New Zealand referring to the UK and England specifically. Not sure when it started but is described in one dictionary as slang (Aus.) There does not seem to be any real explanation.]

British Railway Modellers Special Interest Group. The subjects for the June meeting were the BR Well wagons, Trestle wagons and the Machinery wagons.

BR Well Wagons, Trestle Wagons, and Machinery Wagons –

Collectively these are known as Depressed Centre Wagons, specifically designed to serve two main purposes.

The first was to provide a low floor level or in some cases, no floor at all, so that awkwardly shaped or very heavy components could be loaded within the limitations of the loading gauge. Alternatively, when this was not possible, the component could be loaded to out of gauge conditions, subject to pre-determined acceptable conditions.

The other purpose was to accept very heavy concentrated weights that would not be acceptable on ordinary wagons. Like many other items of hardware, BR inherited a number of these depressed centre wagons from the Big Four on 1 January 1948. Many of these were quite new, having been built during WW2 to deal with the unusual loads that had to be carried around Britain to support the Armed Forces. On the other hand, there were some that had come to each of the Big Four in 1923 from the various constituent companies and these were, by 1948, becoming a bit tired and worn.

Whilst the following paragraphs in the Notes deal in some detail with each of the depressed centre wagons built by, or for, BR, in this report we shall look at them briefly. It should be noted that for each type, there was a multitude of BR Wagon Diagrams and generally only a handful of wagons were built to each Diagram.

Well Trolleys [WELTROLS] –

The floors of WELTROLS were designed to carry the load on cross-girders which were at a lower height than the main side-girders, making it impossible to push a load onto a WELTROL. It was therefore necessary for the load to be lifted over the side and lowered onto the cross-girders. The 107 WELTROLS built by, or for, BR were to 22 Diagrams and, like the FLATROLS, the number of WELTROLS built to each Diagram was generally less than the number of fingers on one hand.

Flat Trolleys [FLATROLS] –

Flat Trolleys were very similar to Well Trolleys except that they **mostly** had no sunken floor and the load could therefore be pushed onto the wagon. The structural design was such that the weight of the load was carried on the two [or four] substantial longitudinal rather than on the cross members as is the case with the Well Trolleys. Because of the lack of a sunken well, the height of the floor above rail level of a FLATROL was higher than those WELTROLS that had a floor at the bottom of the well.

Most of the FLATROLS were allocated to the Eastern and London Midland Regions, the Southern and Western Regions having only a few. 183 vehicles were built to 23 separate Diagrams.

[NB – The tabulated data for the WELTROLS and the FLATROLS appears at the back of the Facilitation Notes.]

Ships' Propeller Trolleys [PROTROLS] –

The PROTROLS were another variant of trolley wagon with the floor in the shape of a cross which concentrated the load. As the name implies, these wagons were used for the conveyance of ships' propellers with wooden longitudinal beams being used to secure the load. The LNER were the only one of the Big Four to have any Ships' Propeller Trolleys at handover in 1948 and so BR only built a further four in the early 1950s. By 1959 the British shipbuilding industry was feeling the

competitive effects from shipyards around the World and so by 1964 the 10 PROTROLS that remained were either scrapped or modified.

Trestle Trolleys [TRESTROLS] –

Trestle Wagons were fitted with a trestle, made from steel and timber, that provided a means of loading steel plates at an angle, thus increasing the size of plate that could be carried compared with if it had been loaded flat on the floor of a wagon. Most Trestle Wagons had a floor height of just over four feet and could be used for conveyance of plates with a width of up to 11feet to most destinations without problems.

The Trestle Trolley [TRESTROLS] may be looked upon as a special version of the Trestle Wagons where the well is used to accommodate steel plate sizes larger than could be handled by either the Trestle of Plate Wagons.

The floor of the TRESTROLS could be as low as one foot above rail level enabling plates with a width of up to 13feet to be carried safely. 307 TRESTROLS were built for, or by, BR from 1950 to the early 1960s. In 1974, 114 TRESTROLS were still in use on BR.

Low Machinery Wagons [LOWMACS] –

Low Machinery Wagons or LOWMACS were very popular, small wagons, designed for machinery but eventually used for loading almost anything that would have been too high on an open wagon. They had ramps at each end which were very convenient for loading wheeled or tracked vehicles and they were also an ideal wagon for use as a runner. 500 were built for, or by, BR, but by 1974 only 124 LOWMACS remained in service.

HYMACS –

Similar to LOWMACS but with a higher floor. Their carrying capacity was low and although there were many types inherited from the Big Four, all with two axles, the highest carrying capacity was 20tons. Because of the numbers inherited and their limited usefulness, BR built only 21 HYMACS.

From a fleet of 158 in 1959 only 35 wagons were left by 1964 and by 1974 most had been scrapped except for the odd wagon or two used as a spacer when carrying concrete beams.

The Notes then give a list of models that have been or still are available, references, photographs and diagrams of the various wagons and tabulated data of wagons produced. These Notes are available on request.

New Acquisitions –

John Maker – showed two Bachmann OO 5plank China clay wagons c/w hoods [and weathered] 33–080A and B. He also showed us a Bachmann OO Class 108 DMU 2car set *NETWORK SOUTHEAST* 32–901.

Steve Rayner – showed a collection of N scale construction vehicles, of various manufacturers, that he bought at our recent Exhibition, most of them he has very nicely painted. Steve has painted them in a Orange/Brown combination, obviously they all belong to one company and he is apparently awaiting a large construction contract on his layout!

Nick Pusenjak – showed his new Heljan OO model of FALCON in 2–tone Green [weathered] – a really lovely model. His next showing was of a Hornby BR[WR] Haworth Full Brake in Maroon.

His final model was a Base model of a BRS Foden flat tray complete with load.

Alan Porter – his first item was the new Bachmann mid-2011 Catalogue. This was followed by his new OO model of a Bachmann Class 105 2-car DMU set in green with whiskers. The new detail on the underframe is really superb.

Doing Things –

Ron Richards – is into backscenes at the moment. He commented on the large number of suppliers who are into making or supplying these items.

Steve Rayner – as mentioned above, he is into painting a complete construction company's vehicles. He has also made up 2 x No.16 kits from the N Scale Society of the BR 21-ton coal hopper wagons.

Alan Porter – is still working on completing the alterations to his Stove R vans . . . [amongst other things!!]

S Scale Special Interest Group. The Group's June meeting came one week after the Model Railway Exhibition and was well attended with 35 members and visitors coming to our Clubrooms to hear the latest news, views and events for modellers of the WA scene.

Apologies were received from Gary Gray who was under orders from his family to attend his own birthday party. Graham Watson formally opened the meeting at 2030 following the first half hour of meet and greet and the informal exchange of ideas and modelling materials. Graham welcomed visitors and potential new members including Peter Shurman, Ben Holland and his Dad and John Miller and his son Mitch.

Thanks were extended from Graham Watson and Bill Gray to all those who provided their help in supporting and running the Serpentine layout and the modelling desk at the Exhibition.

As is usual an informal analysis of the Exhibition ensued. It was generally agreed that AMRA WA had once again run a very successful show with many fine layouts and interesting displays for the 10,000+ members of the public who attended the three day event. Bill Gray reported that the format of an S scale precinct, which included Serpentine, Railwest, United Modellers and the Modellers' Desk, all in one area, gave the public a very good idea of what the S Scalers do and, more particularly, how we do it. Serpentine won one award for the best scenery of the layouts at the Exhibition.

As to next year's Exhibition, ideas were presented regarding layout[s] which could be shown. The Group has access to at least five exhibition layouts which can be rotated through but a new layout was generally preferred.

A number of options were floated which included a modular approach built by sub-groups and brought together for the Exhibition – standards exist for such an approach. Another suggestion was to have a station part of a home layout exhibited using temporary returns and incorporating one of the three fiddle-yards which are available to the Group.

Alternatively, one or more smaller, individual layouts such as the form taken by the Sons of Gwalia layout could be offered. John Hatch said he was happy to hold a meeting of interested members to discuss possibilities of layouts for 2012. A decision needs to be made by November and a reserve layout needs to be in place if time-lines cannot be met.

The topic for the June meeting was a Bring and Show followed by train running on *Swan View*.

Murray Rowe showed his first kit of an NA sleeper wagon of which Westrail had twenty. They were built by converting HCP and HC low sided wagons between 1980 and 1983. The wagons should feature at the Orange and Yellow night in August.



One of Murray Rowe's NA sleeper wagons in yellow Westrail colours

Mitch Henderson showed the NFA he has recently scratch-built using Graham Watson's article from the AMRM on the *A-Z of scratch-building* as a guide. The model was suitably weathered and was a credit to Mitch's modelling skills.

Charles DeBruin showed his fully assembled and painted U class locomotive in green livery and two Z van kits from Railwest Models which were almost completed.

Alan Penstone showed his GA Models Ampol JIB two dome tanker with Westland Models lettering and numbers. This was a particularly fine example of Alan's modelling of WAGR vehicles in S scale.

Murray Hartzler showed seven wagons in various stages of completion which he worked on while he manned the modelling desk at the Exhibition. The wagons included a WA cold storage bogie wagon kit-bashed from two Railwest 4-wheel cool storage vans.

Stuart Mackay showed his second MRWA A class locomotive in unpainted and loosely assembled condition so that those members interested can see how the kit goes together. Stuart also showed the modified flat tray pick-up he made from a proprietary Matchbox Model-A mail van, with a load of three 44 gallon drums on the back.

John Hatch showed the static flocking gadget he made to apply static grass to his layout. The unit cost just under \$20 as opposed to the commercial ones which can cost almost \$200. John also made a pick-up truck similar to Stuart's [above] but weathered it and sat some realistic coils of wire on the tray.

Gavin Stallard showed an example of the XF bauxite wagons he is making for a block train to go behind his DB or his S class locomotive. Gavin used fine silk thread to replicate the weld lines on the sides of the hoppers. We look forward to seeing a finished model or two at the Orange and Yellow Westrail night in August.

Graham Watson was the last of the speakers when he showed the packets of shrubs he used to improve the vegetation on Serpentine at the recent Exhibition. They must have worked because the layout was awarded the trophy for best scenery at the show.

Following the bring and show, members were able to talk railway modelling over a cup of tea or coffee while a few members ran a train or two on *Swan View*. Once again it was a terrific evening of fellowship and education for everyone at the S scale meeting.

The topic for the July meeting was *Modelling the Railways and Timber Industry of WA*. Thirty two brave members attended the meeting on a particularly cold night when the daytime temperature registered a maximum of 12.8°C during the day. Once again Graham Watson opened the formal part of the meeting at 2030 and welcomed guests and new members including Peter Sherman, Cass Newland from Manjimup, Chris Knight and John Miller and his son Mitch. Apologies were received from Gary Gray and Richard Stallard.

In general discussion it was reported that no large layout had been settled on for the 2012 exhibition at this stage. Hopefully, some of us will be inspired by this month's topic on the timber lines or by the discipline imposed by a Class 24 layout.

John Maker reported that the plans for the extension were moving ahead and **Trevor Burke** called for expressions of interest in a Modelling Competition and a theme for this year's ModelRail, which will be held on Sunday 6 November.

Bill Gray asked if anyone had not received the latest copy of the ASnM Magazine and hoped that they could let him know before the end of the meeting if they had not.

Murray Rowe showed the X class Models kit of the MRWA A class 2-8-2 Mikado locomotive he has been assembling on a Mehano/IHC chassis. Murray continues to add to his fleet of wagons from Railwest, X-Class Models, GA Models, Double G Models and West OZ Models.

These small scale kit providers are enabling followers of the WA S scale scene to build vehicles like never before, not only in brown and green liveries but also red and blue/grey and orange and yellow liveries as well.

Peter Shurman showed some road vehicles he had modified as Lynton England and Murray Hartzler had proposed and demonstrated at previous meetings.

Neil Blinco showed the ladder-pack he bought from Stanbridges for about \$10. The pack includes a generous number of lengths of ladders of various scales and sizes which would be useful for buildings, locos and wagons in S scale even though they appear to be marketed as 4mm scale ladders.

Neil, who is a prolific and meticulous builder of WAGR models, also showed two WAGR/MRWA GA

wagons he had assembled from Railwest kits. A highlight was an AZ coach of which the WAGR had eleven and the MRWA had three [classed as JV] on its roster. The coaches were from patterns made by Brian Norris and castings made by Neil. It was a very nicely assembled and painted model and hopefully Neil will release it as a kit in the not too distant future.

Graham Watson showed two beautifully crafted bogie tank wagon kits he ordered from NZ for \$150 each! Ouch!! They were very nice and similar to wagons which ran on the WAGR but were probably price prohibitive even with the favourable exchange rate. We have several kits we can use from GA models and Railwest models without the price-tag. The message is that WA S scale modellers who are AMRA members are relatively spoilt in what we get for the price.

The Topic for the evening was *Modelling the Railways and timber industry of WA*. Graham Watson showed twelve books which would be of use for any railway modeller interested in this topic. Members were then shown the video entitled *Forgotten Films* of Australian railways which included seven minutes on the WAGR and the MRWA.

Following this video an excerpt of the ARE video *WA, The 1960s* on the timberlines of the south-west of WA was shown.

Finally the Group saw 126 slides of various aspects of the timber industry from buildings, structures, wagons, locomotives, vegetation and landscape relating to the industry.

Following the AV presentation a number of items were brought and shown.

Chris Knight who grew up in Yarloop where his father was the doctor for many years, showed his model of G class loco No. 71, a 4-6-0 loco made from a 2-6-0 kit by Lynton England.

Stuart Mackay showed his models of Kia Ora and Kate and **Graham Watson** showed three different WAGR wagons each with different loads of sawn timber. All in all, the evening was a little different to the normal run of the Group's meetings but it is to be hoped we all gained something from it.

The S Scale Special Interest Group meets on the second Monday of every month at 2000 in the AMRA Clubrooms in Moojebing St, Bayswater. New members and visitors are always welcome. Contact Graham Watson on 9250 1084 or Stuart Mackay on 9310 3858 for general information about the S Scale Group.

Contact persons for Special Interest Groups are:

British Railways
Digital Command Control
Great Western Railway Modellers
Large Scale
LNER
LMS Modellers
N Scale
North American Railroads
S Scale

Gordon Bramwell	0432 871 197
Tom Stokes	9275 4508
Roger Solly	9444 7812
Graham Bell	9295 4461
Steve Rayner	9379 1147
Alan Porter	9330 1848
Neill Phillips	9403 0924
Peter Scarfe	9359 2281
Stuart Mackay	9310 3858

Membership Matters

We are now at the end of another Association year and it is time for those of us who need to renew our memberships to do so.

With a change in the WA Branch's financial status the Branch will **not** accept membership renewals as we will lose the GST component of it. Therefore you are encouraged to either use the online, cheque or Money Order method of paying your membership this year. Should this not be practical perhaps getting a group of members together and sending renewals together may be an option.

I hope all members are taking advantage of the weather and getting stuck into whatever model railway interest you have and enjoying it to the fullest.

Since the last issue of *The Branchline* we welcome the following who have joined or rejoined our Association.

John Devaney	Thornlie	On30
Tom Koh	Thornlie	HO
Lee Eacott	Winthrop	N
Martin Van Rees	Winthrop	N
David Jarvis	Cooloongup	OO/HO
Neil Garrad	Redcliffe	HO/Sn3½
Chris Williams	Stratton	N

Please make yourself known to the Duty Officer at your first few meetings. I encourage you to ask questions as there are many aspects to our Branch. Time at our Clubrooms is never wasted.

John Maker
Membership Registrar

From the Scribe's Quill

Meeting No. 347 – June 2011. The major items of business dealt with at this meeting were –

- The Branch's Fixed Assets Register has been revised, although some input is still outstanding. The Register will inform Committee decisions on insurance.
- The cleanliness of the Clubrooms is an ongoing concern, with a noticeable lapse in SIGs meeting their responsibilities. ALL members are reminded that the first order of any business for any meeting should be the cleaning roster obligations.
- The Exhibition Certificates of Appreciation and the prize winners' certificates have been completed. Due to the ties in some judging categories this year additional plaques will be needed.
- The City of Bayswater will conduct its six monthly building inspection on 11 July. The City will also fund fire inspections but have advised that the sewerage connection requires a written request. This will require an adjustment to our public liability insurance noting that the Council covers the building. The proposed building may be affected by this year's Exhibition result and the value of any potential Lottery West grant. This could also be affected by whether AMRA registers for GST which may be necessary after a good 2009/2010.
- A decision on whether to hold ModelRail this year will be deferred until after the Annual General Meeting.

Meeting No. 348 – July 2011. The major items of business dealt with at this meeting were –

- The BHP layout achieved an outstanding surplus but we still owed some finishing touches that AMRA WA Branch needs to install – at our expense.
- There will be a sale of the Jim Bond legacy in the near future. It will be announced in *The Branchline* and other Branch assets no longer required might also be sold at the same time
- The next few Committee meetings will be held on Thursday 18 August, 22 September and 20 October. Branch members are welcome to attend. Meetings usually start at 1930 and complete about 2200.

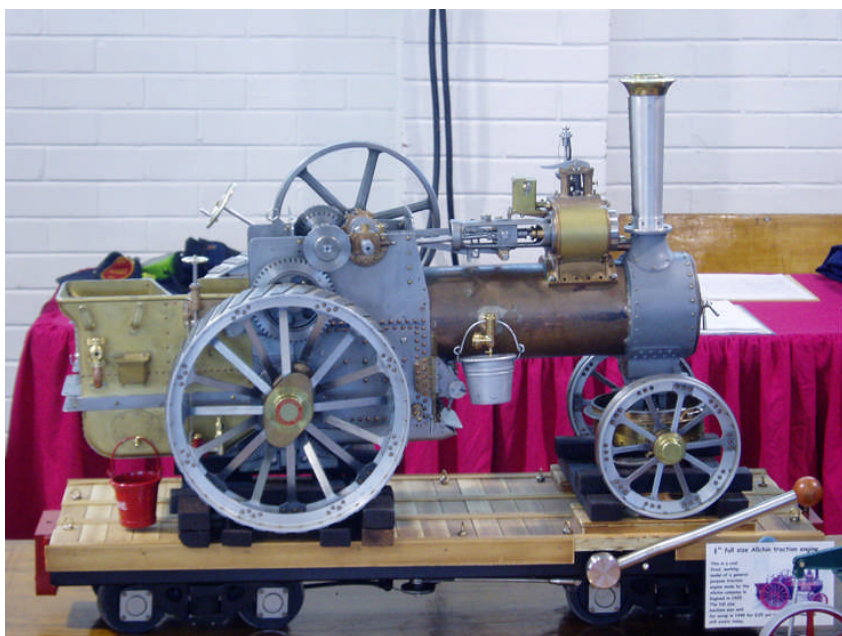
The Management Committee normally meets on the second last Thursday of each calendar month.

Exhibition Photographs

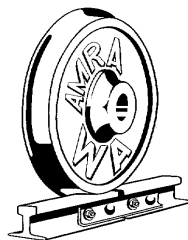
I have been asked if it would be possible to publish some more Exhibition photographs – below and on the next couple of pages are a few more in a larger size to show a bit more detail.







The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amra-wa-branch.asn.au

Issue 203 December 2011 Vol 34 No. 6

Frans' Fatidic

Just a small note from a busy President.

This year's ModelRail was again well attended and my thanks go to Trevor Burke and his helpers for a great job well done.

A vote of thanks must go to Bob Phelps for undertaking a trip to Port Hedland to install a loader and check the BHP layout. Bob is preparing an article for the February issue of *The Branchline*, this will include some photographs of the layout and Bob's exquisite model of a loader.

There are still a few model railway items from the Jim Bond estate available – a separate list of the remaining items is included with this issue of *The Branchline*. Enquiries to our Duty Officer.

Our Branch gained about 100m of fencing, which was kindly donated by the Tidman family for use during the Exhibition, many thanks to them, very much appreciated.

Rosemary and I wish all our members and their families a very enjoyable Christmas and New Year.

2012 Model Railway Exhibition. Yes, planning has started for next year's Exhibition. The Exhibition will be held on Saturday, Sunday and Monday 2, 3 and 4 June 2012.

The Exhibition Committee has made some changes to what we have done in past Exhibitions. The first being the opening and closing times which will be –

**Saturday and Sunday
Monday**

**0930 – 1630
0930 – 1600**

A new system of meal vouchers may be implemented.

Barricading. As most of you would have realised from last year there is a shortage of barricading. We will be able to supply some barricading on a first come, first served basis. Due to our legal liability our Branch will charge a fee for barricading erection.

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

Graham Bell – 9295 4461
email – agrohbell@bigpond.com

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Committee

Trevor Burke – 9398 4330
email – trevorburke@bigpond.com

Niels Kroyer – 9315 9635
email – njtskroyer@westnet.com.au

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

Although we have gained some additional barricading, to avoid disappointment I am advising that where possible Exhibitors will have to supply their own barricading.

Exhibitors requiring barricading will be required to submit a correctly dimensioned plan [size of their layout only] and specify if they need walking space around the layout/display. We will determine the overall size and design of the barricading.

There will be a new competition for a **Private** layout (**an individual or family – no clubs**) that will be judged by the public and a cash prize will be awarded to the winner. This can also include unfinished, work-in-progress layouts.

We need new layouts this year please. If there is a group of three or four modellers who would like to construct a layout, which can then be raffled during the Exhibition, please contact me urgently so we can organise it.

We will again be supporting Ronald McDonald house.

In this issue of *The Branchline* you will find an expression of interest letter [which has to be returned by Saturday 24 December 2011] for next year's Exhibition.

Frans Ponjee
Branch President
Exhibition Manager

ModelRail

On Sunday 6 November we presented ModelRail 2011, our Branch's Open Day, which provided a great opportunity for us to promote our hobby to the public while catching up with fellow modellers and sharing our modelling experience.

The event was well attended by the public, with numbers attending up on last year. Many favourable comments were received about the quantity and quality of the layouts, demonstrations and models on display.

It was an excellent achievement to have all of our layouts operating for ModelRail and I would like to thank all of the Layout Coordinators and their team members who worked hard to ensure that the layouts were working with interesting trains running throughout the day.

A special thanks to those involved with our layouts under construction who worked particularly hard to reassemble

the layouts and have them operational in time for ModelRail.

ModelRail could not have been a success without the assistance of the many members who volunteered their time and skills for the day. Thank you to our expert modelling demonstrators Doug Firth, Niels Kroyer, John Maker, Peter Sapte, Kathy Price and Rod Tonkin; to Doug Firth and Rod Tonkin for displaying their wonderful dioramas/modules and to Ron Fryer for populating Exeter St David's with locomotives and rolling stock.

Thanks to Rosie Ponjee for setting up the refreshment stand and to chef Graham Bell who kindly stepped in at the last minute to take charge of the BBQ. Thank you too to the many members who staffed the entrance and welcomed visitors to our clubrooms, particularly those who volunteered to fill some of the empty spots on the roster at the last minute. If we all help out on tasks like these everyone gets the opportunity to enjoy the day.

Many thanks to Dennis Ling, Roger Solly, Ron Fryer and other members who spent considerable time on Tuesday morning cleaning up our clubrooms and putting everything back in its proper place following ModelRail.

I hope that all members who attended enjoyed the day.

At the suggestion of a number of members our Management Committee has agreed to lock in the second Sunday in November each year as the date for future ModelRail events so mark it in your calendars now. This should help with the planning of the event in the future and in attracting entries to a modelling competition, about which more information will be provided in a future edition of *The Branchline*.

Please do not hesitate to contact me should you have any suggestions to make ModelRail an even greater event next year, and once again thank you to all for supporting ModelRail 2011.

If you didn't or couldn't attend ModelRail see pages 24 to 28 for some photographs illustrating what our members were doing during the day – having something of a ball, playing trains!!

Trevor Burke
ModelRail 2011 Coordinator

Our Branch's Web Site

Around the end of October/early November we became aware that our Web Site was not operational and could not be accessed. As a result our Management Committee authorised a change of the web hosting organisation together with a new web address.

The new web site address is www.amra-wa-branch.asn.au

From the Editorial Desk

***The Branchline* – February 2012 issue deadline.** Routine editorial material, articles, reports, programme items, etc., to me no later than 1500 Saturday 21 January.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on Saturday 4 February and will include pre-exhibition material

Please note the intended dates for *The Branchline* publication for the remainder of 2012:

	Editorial deadline	Assembly, etc.
April	Saturday 24 March	Saturday 7 April – includes pre-exhibition material
June	Saturday 26 May – for routine material Sat 9 June – for exhibition reports	Saturday 23 June – will include exhibition reports and AGM material
August	Saturday 28 July	Saturday 11 August
October	Saturday 22 September	Saturday 6 October – will include AGM Minutes
December	Saturday 17 November	Saturday 1 December

Ted Thoday

Literary Lines

We continue to receive donations of books, magazines, DVDs, etc., Many thanks to the following for their donations –

Peter Sapte	Niels Kroyer	Garry Pilmoor	Alan Porter	Bruce Temperley
Northern Districts MES		The York Group	Howard Osborne	George Roberts
Steve Rayner	Ian Landsmeer	Sur Shafto	Greg Aitken	

Unfortunately we are unable to acknowledge a number of other donors as, despite our frequent pleas, they forgot to leave their name with their donation.

Library – on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Chris Paterson
Branch Librarian

What is Railway Modelling?

Some Thoughts by David Curtis

Railway modelling is a constructive and educational hobby while both absorbing and fun, revealing a combination of art and science and engaging a variety of useful skills to any chosen level but usually encouraging the desire to advance; it is additionally one of the most versatile of pastimes.

Most people find some degree of fascination with models, miniature three dimensional representations of real life, railway modelling enhancing that appeal by adding animation which can be complex yet predictable. Models also have value in many fields, museums and galleries often use them in conveying scenes from the past although where railways are shown movement is rarely applied, although by their nature and purpose, railways are intended for travel.

A model railway however demonstrates the actual progress of a train through townscape and countryside, creating an image of how it would look or have looked, at any chosen time – historical, present day or perhaps how a future design could appear, in the latter case perhaps simply in the presentation of alternative new livery styles; similarly as engaged in manufacturing industries, by architects, designers and engineers while also being fully and frequently exploited by film makers and television.

Railway modelling involves many practical hands-on techniques resulting in useful learning and experience for the young and not so young alike, while from time to time various opportunities also arise for the application of ingenuity and invention, providing valuable practice in examining and solving widely varied practical problems.

The creation of a realistic model requires observation of the infrastructure and operation of both the full size railway and its environment, inviting study of the land and townscape through which it runs: topography, field patterns, trees, farming practices and livestock, architectural styles, road vehicles and costume fashions, all particularly relevant to an historical setting if anachronisms are to be avoided.

These considerations may lead to a supplementary regard for economic and social history, civil engineering, industrial archaeology, etc., plus comparisons between former and present day working practices embracing an overall picture of life at the selected timescale. As a secondary spin-off it may also, perhaps, promote an improved knowledge of geography, not necessarily confined solely to the British Isles.

Following the planning and art of the overall and detailed designs of a proposed model, the practical skills generally include carpentry and joinery, low voltage electric circuitry, wiring, soldering and the latest developments in electronics, together with the diverse hand-crafts in modelling techniques for metals, plastics, wood, card and plaster, as well as painting, ranging from the disciplines of rolling stock colour schemes, detail in the faces of miniature figures, to the broader brush approach in background scenery, potentially stimulating the release of latent artistic talents.

While, as one progresses, new challenges arise, constantly testing and improving education and skills, [perhaps needing to resort to an old trigonometry text book to set-out the cutting for composite curved baseboards]. This generally highlights the benefit of a club environment where the collective experience and expertise can be both shared and passed on to all, with particular emphasis on the younger generation, although, at another age frame, it can be beneficial in providing valuable therapy in distressing life circumstances; while a further lesson is in discovery of the discipline and patience needed in the longer term achievement of a desired objective.

In essence a constructive hobby enjoyed around the world in a fraternity of like-minded enthusiasts, having values in providing a diversion from the trials of life, in bringing together art and science for the personal creation of a fascinating and individual moving picture; while, once the railway is built, a complex stint of wagon sorting and shunting can provide ample absorbing, alternative exercise for the little grey cells.

There's a Prototype for Everything

We all know what happens when you drop your model loco from a great height – it breaks!!

Much the same thing happens when a prototype locomotive is dropped from a great height – see the photo on next page.

I'm told that several of these locos were being unloaded from a ship in Newport Docks in UK. This one was near the bottom of the hold and being lifted out by crane when a sling snapped.

Fortunately it did not penetrate the ship's hull but made a bit of a mess of the locomotives lower down in the hold.



Around the SIGs

British Railways Modellers Special Interest Group's September meeting was a Bring, Run and Tell evening. The first call was to the Haltwhistle layout for those who had brought OO trains.

Tom Stokes – ran a BR[WR] train made up of the Hornby 4–6–2 King Class locomotive, *King George V*, complete with US Bell, crew and wooden cab floor, pulling eight Bachmann coaches consisting of a Brake/Corridor Second, all Corridor First, Corridor Composite, Corridor Second, Restaurant Car, Open Second, All Corridor First, and a Brake Corridor Composite. Tom's second train was pulled by a Hornby 4–6–2 Castle Class locomotive, No. 5053 *Earl Cairns*, pulling eight Hornby Hawksworth coaches [seven in carmine/cream and one in maroon] a Brake/Composite, Composite, Composite, All third, Composite, All third, All third [maroon], and a Brake/Third. What's more, all the corridor connections abutted up to each other.

John Maker – ran an all Bachmann small goods train consisting of a Class 4 Shunter, No. 11222 in Black, pulling two Insul vans, two GW vans [?], a Macaw EWS bogie ballast wagon, and a LIMPET 4-wheel Departmental wagon.

Kelvin Davis – ran a DC Kits plastic model of a Class 128 Parcels Diesel Railcar [GWR], looks and runs really nice and has a Black Beetle motor. His next train was a Lima Class 121 Railtrack Service Diesel sweeper.

We then moved to the Frans River layout for the N scale showing provided by –

Steve Rayner – showed a train pulled by a PECO Jubilee Class 4–6–2 locomotive No.45596 *Bahamas*, pulling a DAPOL Stove R Van, four Bachmann GF Stanier coaches in carmine and cream [Brake/Third, Open third, Open Composite, Corridor First, Restaurant First, Corridor Composite, All Second, Brake/Composite. The last four coaches were Bachmann/GF Mk.1s. His second train was a freight pulled by a IXION BR Manor Class locomotive, *Torquay Manor* pulling thirteen container

wagons and a BR Toad Brake van. First five wagons were by PECO and the last eight are by Bachmann/GF as is the Brake Van.

New Acquisitions –

Ron Richards – has a new set of drawers [wooden type – eight drawers] for his modelling tools, stock and stuff. He made them himself – what a clever chap is he!

Steve Rayner – has acquired a new Games [Modelling] Room, 5m x 4m and his wife gave him the money to acquire it!

Tom Stokes – has received a copy of the new GWR Handbook from his son in the USA. He also acquired eight Hornby OO BR[WR] Hawksworth Coaches, seven in Carmine/Cream and one in Maroon. He showed us one of each colour scheme.

Doing Things –

Kelvin Davis – showed his Genesis white metal kit [WK055] of a FLATROL MJ Nuclear Flask Wagon. He next showed us his partly made white metal model, by Alexander Models, of a OO Class 16 Diesel.

John Maker – told us how he, along with others, was able to build a kit in one day at the special Sunday meeting held in our Branch's Clubrooms recently.

Tom Stokes – has put Peco [Kitmaster] cardboard coach interior kits in seven of his Bachmann Mk1 Chocolate/Cream coaches. They have come up very well, and really look effective.

British Railways Modellers Special Interest Group's topic for its October meeting was the BR Nuclear Flask wagons.

- A. **Nuclear Power Stations and Spent Fuel** – Nuclear reactors depend upon the availability of one particular isotope of uranium known as U235. This is a rare isotope, since in nature it is outnumbered approximately 140 to 1 by another isotope U238. The special property of U235 is that it easily undergoes nuclear fission – when a slow moving neutron collides with an atom of U238, it suddenly becomes so unstable that it splits into two major fragments accompanied by two or three extra neutrons. Associated with this is a large release of energy, contained mainly in the kinetic energy of the fragments, which is quickly dissipated as heat. The energy release is so large by ordinary standards that the heat from the fissioning of all the atoms in one pound of U235 is as much as from burning 1500 tons of coal.

The major fragments of each fission [which include strontium-89 and caesium-137, both of which are highly radioactive] absorb neutrons but they are not fissionable themselves. In other words, the fission products are themselves moderators. Typical uranium fuel elements will last about four years before the build up of fission [waste] products makes it less efficient. The fuel elements are then taken from the reactor, allowed to cool under water in a concrete pond and then processed separately, not only to remove the fission products but also to separate the unused uranium-235 and to make it available for the manufacture of new fuel elements.

About 27tonnes of used fuel is taken each year from the core of a 1000MW nuclear reactor. In the reprocessing, the spent fuel elements are dissolved in nitric acid and separated chemically into uranium, plutonium and high-level waste solutions. About

97% of the used fuel can be recycled, leaving only 3% as high-level waste. The recyclable portion is about 99% uranium-235, with about 1% plutonium-239 [about 230kilograms per year] which can be mixed with fresh Mixed Oxide Fuel for use in MOX reactors.

The British Nuclear Fuels Limited [BNFL] plant at Sellafield in Cumbria processes the spent fuel elements from British nuclear power stations, from Royal Navy nuclear powered warships and submarines and from some overseas power stations. The spent fuel elements are highly radioactive and have to be contained in a steel flask for safe transportation.

Nuclear Flask Wagons used exclusively on BR Metals –

[i] – The first type of nuclear flask wagon was the 50 ton FLATROL MJ Twenty-four wagons being built in the early 1960s –

Diagram 2/532 FLATROL MJ. 24 were built at Swindon Jan 1961 – Dec 1963 [Lot 3300] Nos. B900509–B900532. Six-wheel bogies – they were later modified with Y25C four-wheel bogies. The livery was probably BR Freight Brown [bauxite], as the wagons were vacuum braked.

[ii] – The next type of nuclear flask wagon was the 50 ton FLATROL MJJ, which in a later classification became XXB Flask. Six of these were built in 1970.

Diagram 2/534 XXB FLASK [FLATROL MJJ]. Six were built at Shildon Jan 1970–Apr 1970 [Lot 3697] Nos. 550000–550005 Y25C with four-wheel bogies.

The livery is confirmed as BR Freight Brown [bauxite], although the wagons were air-braked as were all BR freight wagons built after the mid-1960s. Also a custom-fitted, white-painted, protective heat shield was provided.

[iii] – The final type of nuclear flask wagon were the 52 vehicles built in six Lots between 1976 and 1989, which were designed to carry a differently shaped and smaller 50-ton nuclear flask. Since 1991 these have become the only type of flask and wagon used to convey spent fuel from British nuclear power stations to Sellafield.

XXB FLASK [XK 002A]. Six were built at Ashford Nov. 1976 – Jan 1977 [Lot 3886] Nos. 550000–550014 Y25C four-wheel bogies.

XXB FLASK [XK 003A] two were built at Ashford Nov 1978 – Dec 1978 [Lot 3928] Nos. 550015–550016 Y25C four-wheel bogies. To these were added Nos. B900509–B900532 which were given Y25C four-wheel bogies and vacuum through pipes becoming MJJ. All those and the Lot 3697 wagons above [Nos. 550000–550005] were withdrawn by 1991. *[Editor and Proof Reader note. The numbers don't add up as it would appear that there were 15 XK002a wagons and the rest looks a bit jumbled!]*

The others were modified extensively.

XB FLASK [XK 003A] two were built at Shildon Apr 1982 [Lot 4004] Nos. 550017–550018 Y25C four-wheel bogies.

FNA FLASK [FN002A] two were built at Swindon 1984 [Lot 4040] Nos. 550019–550020 Y25C four-wheel bogies.

FNA FLASK [FN003A] six were built at Swindon 1986 [Lot 4057] Nos. 550021–550026 Y25C four-wheel bogies.

FNA FLASK [FN 003A] 24 were built by Procor [UK] Ltd. 1988 [Lot 4049] Nos. 550027–550050 Y25C four-wheel bogies.

FNA FLASK [FNO03A] ten were built by Procor [UK] Ltd. 1989 [Lot 4063] Nos. 550051–550060 Y25C four-wheel bogies.

No. 550019 was destroyed in an accident deliberately staged on 17 July 1984 for publicity purposes.

The remaining 51 wagons were transferred to TRANSRAIL Ltd in January 1994 and to DIRECT RAIL SERVICES in February 1995. They are still in active service.

[iv] – In addition to handling the spent fuel from British nuclear power stations, the BNFL works at Sellafield processed spent nuclear fuel from overseas reactors. Spent nuclear fuel from Japan arrived at the Barrow-in-Furness docks from where the flasks were carried up the Cumbrian coast to Sellafield and between 1977 and 1987, BREL at Ashford built nine large well wagons for this BNFL traffic.

Nuclear Flask Wagons used for Continental Traffic– Until 1995 Nuclear Transport Ltd operated a number of eight-axle nuclear flask wagons to convey spent nuclear fuel from nuclear power stations in Italy, Switzerland and the Netherlands, via the [then] Harwich and Dover train ferries, to Sellafield. Most numerous were the eight French-registered 105 tonne capacity vehicles built by Fauvet Girel between 1977 and 1991 to Diagram E475. Fitted with two-piece sliding flask covers, they measured 19.46 metres [76ft.8in.] over headstocks.

Nuclear Transport Ltd operated two 90 tonne capacity nuclear flask wagons built to Diagram E697 by Waggon Union that were used to carry irradiated fuel from the German light-water reactors at Gundremmingen and Unterweser. These had two eight-wheel bogies and carried [yet again] differently shaped and heavier flasks than those used to convey spent nuclear fuel from UK nuclear power stations.

Operation – Direct Rail Services operate all nuclear flask movements in Britain. This was originally a wholly owned subsidiary of BNFL, the public sector company that manages the Sellafield nuclear plant in Cumbria. BNFL has now been renamed the Nuclear Decommissioning Authority. The NDA owns all the nuclear flasks. Nuclear flask wagons travel exclusively in a train of one, two or maybe three vehicles hauled [but sometimes topped and tailed] by two locomotives. This is to prevent stranding in no-mans-land in the event of a locomotive failure.

There followed a list of models available and the references used for these notes. Three pages of photographs followed showing the various wagons mentioned in these notes.

New Acquisitions –

Peter Sapte – has just taken delivery of the Dapol/Kernow production of the OO LMS 0–4–0 Sentinel shunter, unfortunately he is here in Perth and the model was delivered to his UK address. Well it will be a nice early Christmas present to himself. He also showed two show guides from two exhibitions that he had visited in the UK – Railex and Scale Fourum.

Nick Pusenjak – showed his new OO model by Heljan and commissioned by Hattons, of a Class 28 Diesel Electric locomotive D5705 in BR green with small yellow panels.

John Maker – showed a pair of digital callipers made in plastic and obtained from Jaycar for under \$20.00, perfectly good enough for the average modeller. He then showed a range of books –

- *Country Railways* by Paul Atterbury & Ian Burgun [Weidenfeld & Nicholson]
- Scale Four Society Digest Sheets
- *Tales of Old Railwaymen* by Tom Quinn [David & Charles]
- *More Tales of Old Railwaymen* by Tom Quinn [Aurum Press]
- *When there was Steam* by Tony Barfield [Fraser Stewart]

Steve Rayner – showed his eight new N scale Dapol Insulated Fish Vans and an N Scale Dapol B1 steam locomotive, No. 61099.

Kelvin Davis – showed his new OO Heljan Class 28 No. 5712 otherwise it was the same as Nick's.

Ron Richards – showed two books that he has obtained recently –

- *GWR Freight Wagons & Loads* in service on the GWR & BR [WR] by J.H. Russell [OPC]
- *An Outline of Great Western Locomotive Practice 1837–1947* by H. Holcroft [Ian Allan]

Doing Things –

Peter Sapte – is building a South Eastern Finecast white metal kit of a LNER/BR 0–6–2 N7/4 Tank locomotive No. 9614. He has completed the chassis and body in the UK, the fitting out he is doing here. His second build is a 12–wheel LMS Diner [Dapol], he is putting curtains in it to match one he has previously done.

Steve Rayner – showed two OO Class 20s that he acquired from the Jim Bond Estate. They didn't work but with a little patience they now do.

Alan Porter – showed his finished Dapol Stove R Van. His next item was a part built Ks white metal kit of an LMS Beyer–Garratt. The question is, should he or should he not complete it??? *[Answers in 25 words or less to be presented to him at the December BR SIG Meeting].*

Great Western Railway Modellers Special Interest Group. As both the Scribe and his deputy were on leave for the September meeting no notes were taken for what was primarily a Bring, Run and Tell evening. There were, apparently, trains run on the *Frans River* layout.

Great Western Railway Modellers Special Interest Group's topic for their October meeting was GWR Footbridges.

It seems that before about 1880, passengers who needed to cross from one platform to another at a railway station mostly had to use a walkway crossing the running lines at ground level. The same would have applied to other places along the railway line, for example villages or farms that had been bisected by the railway and persons requiring to pass from one side to the other would have to cross the running lines at ground level, with all the consequent potential for an accident.

The Board of Trade took a dim view of this and from 1880 began to require the railways to provide a safer means for persons to cross the running lines. At a railway station, or where the lines were elevated, this could be by a subway of some sort [i.e. a bridge], but a much cheaper way was by an elevated bridge over the lines [i.e. a footbridge].

There were some footbridges before 1880 but 1880 seems to be the date when standard footbridges became part of the equipment of practically every GWR station where there were two or more platforms used by passengers.

There were two main types of GWR footbridge –

[a] slab-sided, constructed largely or entirely of steel, of wood [with crossed diagonal braces] or of concrete.

[b] latticed-sided, constructed of steel. These usually required some form of bracing of the sides to the floor on the outside of the bridge section of the footbridge. Smoke deflectors were located on the underside of the footbridge directly above any railway lines running beneath the bridge.

Access to the bridge section was by way of, usually, two staircases, separated by a small landing approximately halfway up the staircase. The orientation of the staircases relative to the bridge section was determined by site conditions – sometimes the staircases at each end of the bridge were at right angles to the bridge and facing in the same direction, sometimes they faced in opposite directions, sometimes they were end on to the bridge section at one or both ends.

Each of these types could be found with or without a protective roof. The roofs, where fitted, were occasionally plain but the more common elaborate ones were always distinctively GWR – they usually featured decorative fascia boards, ridge covering and finials on the gables. If roofed, the bridge section and the staircases of the footbridge were usually open to the elements above the handrail but in some cases they were closed in with glazed windows, some of which could be opened on hot days.

The four supporting columns for the landing between the lower and upper parts of the staircases were usually made of cast iron and were often quite elegant, almost akin to those of an ancient Greek temple, with fancy capitals and plinths. However, diagonally braced L and H shaped structural steel and re-cast concrete were also used, where appropriate, for the supporting columns. At the larger railway stations, the space between the four supporting columns and that beneath and between the lower and upper parts of the staircases was often closed in to provide a useful storage area.

The scratch-built N scale model in brass of the GWR footbridge at Tavistock Station by John Brenchley, which was Highly Commended in our Branch's 2007 Railway Modelling Competition, is truly superb!

Elegance of a similar style to that of the cast iron columns was often shown by a group of three cast-iron motifs located at the triangular plated section beneath the upper stairway connecting the landing to the bridge section itself. These motifs were the intertwined letters G, W and R at the large end, the date of construction of the bridge and another fancy intertwined thing at the small end!

The best [and perhaps the only] reference work on this subject is *A Pictorial Record of Great Western Architecture* by Adrian Vaughan [Oxford Publishing Co. 1977], Chapter 3, amounting to 24 pages [pp.213–236], which is devoted to the subject under review.

There followed five pages of photographs showing various footbridges, plus a list of models that are, or were, available. There are also card models from Superquick and Metcalfe that can be adapted to be acceptable.

A full set of the facilitation notes are available on request.

New Acquisitions –

Alan Porter – showed items that he had bought over East on his recent trip –

- Lima GWR Horsebox
- MAJ Models kits of a 5-plank and a 10-plank Lancashire and Yorkshire Railway open wagons. The kit builder has to provide axles and wheels.
- Chowbent Castings brass model kit of a Lancashire and Yorkshire Railway Aspinall 4-4-0 locomotive and tender body/chassis.
- A set of all of the Peco [Kitmaster] interior card coach kits [now no longer available from Peco].

Doug Firth – showed several HMRS transfer sheets that he had bought relating to GWR locomotives, wagons, coaches etc. He also bought packs of Smiths screw link couplings and larger buffers, both for his upgraded GWR Clerestory coaches.

Doing Things –

Alan Porter – showed his **final** view of the Dapol OO Stove R Van rebuilt to his satisfaction. Now he has only one more to go!

John Brenchley – showed the latest stage of his model of Tavistock Station in N Scale. Superb!

A full set of the facilitation notes are available on request.

S Scale Special Interest Group's October meeting was attended by thirty members and visitors. Jim Russell came to see what we do, along with other members, old and new, including an old friend in Brian Norris who has been unable to attend many meetings this year due to pressure of work.

Graham Watson reported on the success of the kit-building workshop on Sunday 25 September when sixteen participants enjoyed the challenge and assistance of assembling one of their kits at our Branch's clubrooms. It was suggested that we hold one or two similar workshops in 2012. Graham also advised that Railfest would be held on Sunday 16 October at the Bassendean Museum.

Graham also sought suggestions and ideas for a layout for the 2012 Model Railway Exhibition but none were forthcoming. Hopefully we will have a layout before the close of nominations. Finally, Graham provided a proforma for the proposed loco count which requires members to record the locos they have built on the proforma by December. We are hopeful that we can exceed the 331 locos on the 2009 count.

Neil Blinco announced that the new Fletner spinning ventilators are now available under the Oz Models label. These ventilators which come in a pack of twelve, were used on the roofs of the later passenger coaches such as the AH first class country passenger coaches and superseded the torpedo vents on many coaches in earlier years.

Trevor Burke reminded members of ModelRail, on Sunday 6 November, which would involve running the *Swan View* S scale layout and providing a modelling desk to show visitors what we do and how we do it. Trevor also agreed to assist the group in providing, on behalf of the

Management Committee, a few light refreshments at the December meeting as is becoming customary.

Stuart Mackay advised that X-Class Models may have some more kits of the diminutive MRWA Bm wagon by the next meeting. Stuart also hopes to have some more kits of the JA tank wagon and the XA hopper, as well as the possibility of a one-piece model of the VF van, over the coming months of 2012.

Bill Gray showed the latest copy of the not for profit ASNM magazine which really is a great publication. Bill reminded us that it is only made possible by us, the members. Thus, the ongoing appeal is made by Bill for articles for the next-but-one edition of the ASNM magazine for autumn, 2012.

Murray Hartzler showed two S scale models of the EH Holden which are currently being sold by Games World in Midland. Murray reported that they should look good on his Parkerville layout but may not be made quite to the standard of the Biant Models of the same cars and era.

Ray Cooper showed the work-station he bought over the internet from Micro-Mark of the USA. It comes complete with LED lighting, a hands-free magnifying glass and a cutting mat.

Graham Watson showed a model of an HC wagon complete with brake shoes from MJT Models in the UK. Railwest now have a good supply of these items which can be retro-fitted to all 4-wheel wagons.

The topic for the October meeting was The MRWA Revisited. This was to be a follow up to a similar topic in October 2010. At the time it seemed like a good idea to have another MR night one year after the first. However, as the date approached some of us were worried we may not have enough material to bring and show. Graham Watson once again came to the rescue with a collection of 108 scanned photos from the ARHS Archives to show the members and they were fantastic.

We were treated to some never-before-seen images of locomotives, wagons, structures, guard's vans and locations. We saw a range of water tanks, signals, bridges, engine sheds and an image of almost every class of locomotive that the MR ever owned including classes A, B, C, D, E and F. There was no photo of a G class DE locomotive but we were compensated with lots of other interesting views.

Thanks to Graham for providing such a comprehensive presentation of images of this important but almost forgotten WA railway. Thanks also to those enthusiasts who had the fore thought to take the photos at least 37 years ago and to Simon Mead for displaying the images on his digital projector on to the big screen in our Branch's clubrooms. The slide show is planned to be repeated at the ARHS meeting room on Friday 11 November, a very appropriate date of remembrance.

Following the slide presentation a Bring and Show ensued with emphasis on the MRWA.

Doug Firth brought in four 4-wheel wagons in the distinctive MR blue-grey livery that he has been assembling over the past few months. They included an AC, an AE and a KA. The wagons were all lettered and numbered and will really look the part behind Doug's yet to be assembled MR A class steam locomotive.

Graham Watson also brought in four wagons in MR colours each of which he assembled over twenty years ago. One in particular was a bogie L wagon made from the joining of two AC wagons as was done by the MR.

Stuart Mackay showed his F40 DE locomotive on modified Airfix bogies, an A21 Mikado class steam locomotive from one of his kits and a range of kit-built and scratch-built wagons including his scratch-built FA67 guard's van as well as a model of WAGR's Z512 from a one-piece kit by Railwest Models.

The November meeting was attended by 29 members and visitors. Most members had arrived by 2000 and the usual informal discussion and exchange of ideas occurred before Graham Watson officially opened the meeting at 2030.

ModelRail which was held on Sunday November 6 was reported as being a successful if a somewhat low key event and was enjoyed by all those members and visitors who attended. Thanks to our Management Committee and especially Trevor Burke for organizing the event which is a highlight of every year's activities for our Branch.

Some progress was reported regarding a layout for the next Exhibition and it is hoped a decision can be made by the December meeting.

Graham reported on the progress of the bogies suitable for country passenger coaches and that some should be available for the December meeting.

Ross Green showed an example of the much anticipated release of the 1964 EH Holden in 1/64th scale which is now available from hobby shops in Perth for \$28 or perhaps less with a Seniors or AMRA Members discount.

John Hatch reported on the five week TAFE course in silver soldering which he recently attended. John reported that silver soldering has a number of applications for miniature model making.

Paul Tranter gave an interesting talk on weathering models using soft pastel chalks. It clearly inspired more than one or two to take the plunge to weather at least some of their wagons and structures. *[Editor's Note. Paul is invited to provide an article, for publication in the next issue, on this topic for the benefit of all members!]*

The topic for the November meeting was scheduled to be a kit-built round-up. Members were asked to bring a kit that they have assembled over the past 12 months.

Doug Firth who has a number of projects on the go showed a GA Models kit of a GC wagon he has been assembling.

Murray Rowe who has been very busy over the past year showed a rake of GHE wagons he has been assembling.

Niels Kroyer and **John Maker**, though by no means new to railway modelling are relatively new to modelling the railways of WA in S scale. They have both been busy assembling wagons. Niels showed his WAGR G and a GE and a MRWA Bm with all the under floor detail and John showed four wagons including a GM and a D van all ready for painting and lettering.

Allan Penstone also showed a fully assembled and lettered RBC cement wagon which he completed this year. Discussion ensued about the possibility of the model sagging in the middle from the weight of the hoppers and several constructive ideas were exchanged. These included the suggested addition of some brass bracing along the inside of the side sills to strengthen the floor before sagging occurred but it was generally agreed that it would never be too late to add the bracing.

Stuart Mackay admitted he has been a bit busier than he thought when he tallied up and showed the kits he had been working on over the past year. They include a GA Models JNR 52E Tanker, two MRWA A class locos, An X and an XA loco, all from kits, a Just WA Trains kit of a 1983 4-wheel NA sleeper wagon and an XA coal hopper wagon both in yellow livery, a Railwest one piece guard's van, an MRWA Bm van and a Double G models kit of an RBC cement wagon



The RBC makes an interesting and colourful vehicle on a goods train with its distinctive domes and Westland Models lettering. The photograph is of Stuart Mackay's RBC constructed from a kit from Gary Gray's Double G Models range

Neil Blinco showed the Flettner ventilators he designed for country coaches and the AZ coach he had been working on as a kit. This is a very nice kit which can also be used as a MRWA coach if desired.

Paul Tranter displayed his model of JU 221 bogie fuel tank assembled from a Railwest kit. The JU had a distinctive tank which was welded in five sections with two distinct outside diameters. A number of them were owned by BP.

Murray Hartzler is working on a GA Models DC wagon, a Railwest FD with an open door, a D van and an RBC cement wagon as described above. Murray plans to paint them as a batch when assembly is complete. It was good to see three of the RBC wagons assembled as they are not the easiest wagon to put together but the finished model is worth the effort.

Graham Watson confessed to assembling four wagons this year. They include a MRWA Bm van and three HC wagons from Railwest one-piece kits. In all, well over thirty wagons/coaches/locos were brought and shown in various stages of assembly.

Once again, the October and November meetings were successful gatherings for the Group. The S Scale Special Interest Group meets at 2000 on the second Monday of every month in the AMRA WA Branch Clubrooms in Moojebing St, Bayswater. New members and visitors are always welcome. Contact Graham Watson on 9250 1084 or Stuart Mackay on 9310 3858 for general information about the S Scale Group.

Contact persons for Special Interest Groups are:

British Railways
Digital Command Control
Great Western Railway Modellers
Large Scale
LNER
LMS Modellers
N Scale
North American Railroads
S Scale

Gordon Bramwell	0432 871 197
Tom Stokes	9275 4508
Roger Solly	9444 7812
Graham Bell	9295 4461
Steve Rayner	9379 1147
Alan Porter	9330 1848
Neill Phillips	9403 0924
Peter Scarfe	9359 2281
Stuart Mackay	9310 3858

(Continued on page 18)

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members are invited to make a gold coin donation at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

December

Friday	2	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	3	[1]	The Branchline assembly General Activities
Monday	5		Bring and Show Unusual Model Railway Items
Tuesday	6	[2]	Daylighters Group – daytime Meeting
Wednesday	7	[3]	Great Western Railway Modellers Special Interest Group meeting – Quiz and Christmas Cheer Night DCC Special Interest Group meeting – Quiz and Christmas Cheer Night
Friday	9	[4]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	10	[5]	General Activities
Monday	12	[6]	S Scale Special Interest Group meeting – Advertising vans. Bring in your advertising van and/or view slides of these unique wagons.

Tuesday	13		Daylighters Group – daytime Meeting
		[7]	Large Scale Special Interest Group meeting –
Wednesday	14	[8]	British Railways Special Interest Group meeting – Quiz and Christmas Cheer Night
Friday	16	[1]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	17	[2]	General Activities
Tuesday	20	[3]	Daylighters Group – daytime Meeting
Friday	23	[4]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	24		Christmas Eve - Clubrooms closed
Tuesday	27	[5]	Daylighters Group – daytime Meeting
Friday	30	[6]	N Scale Special Interest Group meeting – layout construction General Activities S Scale running night
Saturday	31	[7]	General Activities

January

Monday	2		New Years Day - Public Holiday – no meeting
Tuesday	3	[8]	Daylighters Group – daytime Meeting
Wednesday	4	[1]	LNER Special Interest Group meeting -
Friday	6	[2]	N Scale Special Interest Group meeting General Activities
Saturday	7	[3]	General Activities
Monday	9	[4]	S Scale Special Interest Group meeting –
Tuesday	10		Daylighters Group – daytime meeting
		[5]	Large Scale Special Interest Group meeting –
Wednesday	11		DCC Special Interest Group meeting – venue Naval Base
Friday	13	[6]	N Scale Special Interest Group meeting General Activities
Saturday	14	[7]	General Activities
Tuesday	17	[8]	Daylighters Group – daytime meeting
Wednesday	18	[1]	Great Western Railway Modellers Special Interest Group meeting – Other Companies' Vehicles Running on the GWR
Friday	20	[2]	N Scale Special Interest Group meeting General Activities
Saturday	21	[3]	General Activities

Tuesday	24	[4]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	25	[5]	British Railways Special Interest Group meeting – The BR Class 55 Diesel Electric Locomotives [Deltics]
Friday	27	[6]	N Scale Special Interest Group meeting General Activities S Scale running night
Saturday	28	[7]	General Activities
Tuesday	31	[8]	Daylighters Group – daytime meeting
February			
Wednesday	1	[1]	LMS Special Interest Group meeting -
Friday	3	[2]	N Scale Special Interest Group meeting General Activities
Saturday	4	[3]	The Branchline assembly General Activities
Monday	6		What Model Railway Goodie Did You Receive at Christmas?
Tuesday	7	[4]	Daylighters Group – daytime meeting
Wednesday	8	[5]	DCC Special Interest Group meeting – venue AMRA WA Clubrooms
Friday	10	[6]	N Scale Special Interest Group meeting General Activities
Saturday	11	[7]	General Activities

(Continued from page 15)

From the Scribe's Quill

Meeting No 350 – September 2011. The major items of business dealt with at this meeting were –

- Members are advised that the Librarians have completed re-cataloguing the Branch's collection of books and have now commenced cataloguing the DVD collection.
- The Goldfields Line layout was displayed at the Kellerberrin show on 25 September [a minor clash with AFL fixtures kept the crowds down until late in the day!]. The layout nevertheless received its fair share of compliments.
- Niels Kroyer advised that the Fixed Assets Register was now complete and that the Branch has assets totalling approximately \$175,000. All assets are being photographed for insurance purposes.
- Ron Fryer advised progress with the building extension, particularly noting that the builder had agreed the 180 days for AMRA to give the go ahead. Ron tabled a letter

from Bayswater City Council approving in principle the building extension, subject to the project being cost neutral for Council and AMRA entering a Category 1 lease. Frans advised that this was a new term for a lease similar to our current one.

- Frans Ponjee advised that Bayswater City Council now insured the building so he had investigated increasing our contents coverage. Coverage of \$175,000 will cost \$1383 per annum; coverage for \$100,000 would cost \$1184. Both covers include \$10 million public liability coverage. Proportional payments by insurance companies were discussed before the Committee decided that the Branch should take out full cover of \$175,000.

Meeting No 350 – October 2011. The major items of business dealt with at this meeting were

- In response to a member's letter, the Committee decided to set the date for ModelRail as the second Sunday of November each year. In response to another request in the same letter, the Committee decided to try a new format to reinvigorate the Branch's Modelling Competition in 2012 and then assess its success and the continuation of the competition.
- Frans Ponjee advised that Bob Phelps would be finishing the BHP layout when he visited Port Hedland in late October. He has been convinced to accept half his travelling expenses from the Branch. A vote of thanks to Bob for his outstanding work on the iron ore handling equipment for the BHP layout was passed by the Committee.
- Ron Fryer advised that he had received a lease proposal from Bayswater City. The committee members were each given a copy of the proposal to consider prior to a meeting on 6 November to develop a way ahead.

The next few Management Committee meetings will be held on 22 December, 19 January and 16 February. Branch members are welcome to attend. Meetings usually start at 1930 and complete about 2200.

English Like She is Spoke and Red!

7H15 M3554G3 53RV35 7O PROV3 H0W OUR M1ND5 C4N D0 4M4Z1NG 7H1NG5! 1MPR3551V3 7H1NG5! 1N 7H3 B3G1NN1NG 17 W45 H4RD BU7 N0W, ON 7H15 LIN3 YOUR M1ND 1S R34D1NG 17 4U70M471C4LLY W17H 0U7 3V3N 7H1NK1NG 4B0U7 17, B3 PROUD! ONLY C3R741N P30PL3 C4N R3AD 7H15.

Membership Matters

Since the last issue of *The Branchline* we have welcomed two new members to our Association and its Western Australian Branch – Will Jurgens, who lives in North Beach and models in N scale. and Michael Smith, who lives in Guildford. We look forward to seeing Will and Michael in our Clubrooms from time to time.

Now a timely reminder about the weather.

The good part is that we can be out and about doing what we want to do with our hobby. Anywhere from buying and selling items, to enjoying a comfortable time in our railway rooms, to running trains outside, be they big or small. There is one thing we do need to keep in the back of our minds though. If we have any items in our cars or other means of transport have we left them in there? Will the car heat up and distort our precious loves and possessions? If so then they need to be removed before they get fried and we cry.

If you want to see the result of leaving a plastic model in a hot car we have an actual sample in our Clubrooms.

Please look after anyone and anything left in the car over these hot days.

John Maker
Membership Registrar

Another Modelling Challenge

This picture is the final frame of a Power Point Presentation of Railway Scenes sent to me recently and reminded me of a video clip on YouTube – www.youtube.com/watch?v=B22RUM8LcQU It really is amazing, especially at the very end – maybe a challenge for a working model?



Around the Layouts

Haltwhistle. The layout ran very well on the ModelRail weekend thanks to those that made it a most enjoyable day. There was a very good mix of both passenger and goods trains to help bring back memories.

The shuttle line was not operating due to a broken wire on one of the detectors. We are working on that and hope to operate the shuttle line soon. The main line in both directions operates very well.

Tom Stokes
Layout Supervisor

Haltwhistle Scenario

The Settle & Carlisle Railway was opened in 1875–76, thirty months late and £1.6 million over budget.

The next plan of the Midland Railway was to branch off at Cumwaite [around present day Horton–in–Ribblesdale] and head for Bainbridge, Aysgarth and join up with the line from Northallerton at Leyburn. Thus they would have a connection to Darlington, Stockton–on–Tees and Middlesbrough. However, the line, started in 1876, progressed no further than the busy little village of Haltwhistle [not to be confused with the town of Haltwhistle in Northumberland – it was a common name] when the money ran out and, it would appear, so did the enthusiasm. The total mileage of the line is ten miles, it opened in 1879.

Come with me now and I'll show you around. Leaving the railway station look to your left and you will see the dairy. To the right of the dairy is a no through road containing two rows of terraced houses, built in the late 1940s/early 1950s to accommodate returning WWII soldiers and their families. Facing you is Wright's Newsagency and Post Office. The same family have run the business for over 30 years. On the other corner of Church Street stands the family grocers of Kay's, a busy shop that has recently been modernised to cope with the needs of the District. We then have the bus stop, the bus tootles around the country roads, village to village and eventually to Malham where a connection can be had for Settle. Just past the bus stop we have the Railway Cottages Nos. 1 to 4 named the Crossley Cottages after the Engineer who built the Settle and Carlisle line and also the line to Haltwhistle. The road then continues into the surrounding countryside, passing through numerous pretty villages.

If we now return to Church Street and proceed along it we come to Railway Cottages Nos. 5 to 8 on the right hand side and Stokes Garage on the left. This is our sole supplier of fuel and vehicle service in the village. Old Tom, who runs the business, has been there all his working life and has seen a great number of changes in that time. His son, Young Tom, now does most of the work but it is not unusual to find Old Tom smithing in the corrugated shed next to the garage, horses still need shoes and ploughs, etc., need repairs. Next on the left is the old coaching inn, *The George & Dragon*. No horse–drawn coaches/carriages nowadays but it does get tourist buses/coaches, in fact, I think there's one from Devon in the car park now.

Proceed left around the bend and you pass the shared car park and come to the Parish Church of St. Thomas and the Lost Souls. Built in the 13th Century, it has served the village and the district faithfully for over seven hundred years. As you can see the church is lit up and gives a nice warm welcoming feeling to its parishioners and visitors alike.

In the graveyard you can see the family grave of the Mill owner's family, a rather splendid affair. Notice the new grave of a recent burial – old Josiah Parsons, the village cobbler, sadly missed, as is Mrs Emily Entwistle, the baker's mother, she was 94 years young. It is her grave that is now being dug.

Just past the Church we have a footpath that leads up onto the Pennine Way. The signpost there shows that the road to the left, High Street, leads into the older part of the village and the road to the right climbs up and down to the village of Bainbridge – where the railway was intended to go to.

If we now retrace our steps to the shared car park between the Church and the Pub and look ahead to where the road turns sharp right back towards the station, it was not always so. Before the railway came, the road went straight ahead through where No. 8 Railway Cottage and No. 1 Railway Cottage are now and joined the existing road to Malham. In those days the transport was

by mail coach and the Pub was where the coach changed horses and the passengers were watered and fed. If you look through the Pub archway you may be able to see the old stables on the left.

The Pub used to be called *The Dog and Pheasant* but in the early 1800s the village had a fire and brimstone vicar and a rather cantankerous publican, [I'm being polite when I say cantankerous]. The vicar likened himself and the Church to St. George [St. George's flag flies from the church tower] and the Inn to the demon Dragon. The vicar used to bang and thump the pulpit and rant and rave that one day St. George would triumph over the Dragon [the demon drink]. The publican, amongst other things, had a wit of sorts and obtained permission from the brewery to change the name of the Inn to *The George and Dragon*. I heard tell the vicar died shortly afterwards from apoplexy.

I am very pleased to inform you that the present incumbent [yours truly] and the present publican are the very best of friends and numerous parish problems are often resolved over a drink in very congenial surroundings.

That then is a short tour of our village, I hope that you have enjoyed it and hope that you enjoy the rest of your visit today.

Rev. Ron

The Valentine Run. After many weeks of working on the disassembled layout, Alan H and your scribe have routed power through the Tortoise auxiliary switches to the turnout closure rails. No longer does power depend on the closure rail making contact with the stock rail and, upon reassembling the layout, the smoothness of the run through turnouts is a pleasure to watch.

We are now working on giving well entry turnout control to both the external and internal panels.

Also we will need to enable use of a DCC handpiece in the well, either by using an extended lead to an existing external socket or by installing a dedicated UTP socket.

Initially we ran Trevor's and Alan H's Australian trains at ModelRail. Around lunchtime we switched from DC to DCC US prototype, with Gary, Nat, Peter and your scribe continuing a great show.

Later in the day the handpieces started producing gobbledygook readouts, most of which were dispelled by pressing the Escape key. However, a possible intermittent fault in one handpiece merits further investigation.

Many thanks to Bob Green for painting the facia. The dark grey sets off the layout well. After blending the base colours, we look forward to painting the rock faces, texturing and adding vegetation, and bringing Needles, our main town, to life.

Perhaps some consideration needs to be given to placating the outraged citizens of Valentine, whose station was transposed to Harris and is yet to be replaced. D, SF & V Vice President Lutan Plunder has advised the Board of Management of local hostility during the town meeting at which he was representing the company. He has indicated a more comprehensive report will be forthcoming after removal of the remaining tar and feathers.

Craig Hartmann
Alan Burrough
Layout Coordinators

Another Prototype for Everything

The latest in Tilter Trains!!



German builds world's largest model airport

It took a grand total of six years to build but an incredible new miniature model, called Knuffingen Airport, based on Hamburg's airport, has finally opened to the public. It's on display at Miniatur Wunderland, in Hamburg, and features forty aircraft that take off and land and ninety vehicles that trundle around the runways automatically.

Making something this small and perfectly formed doesn't come cheap. It cost 3.5million Euros – but the result is plane-ly amazing.

The real airport opened in 1911 and remains the oldest operational airport in the world. When it was first built it covered a mere 45 hectares – it's now ten times bigger and measures a whopping 2.2sq miles.

The various vehicles and planes on the model version are able to move around thanks to an innovative 'carsystem', which manoeuvres the vehicles by computer. The planes even take off thanks to miniature wires that carry them off the end of the runway.

The attention to detail is astounding. The planes park themselves and passenger walkways slowly move into place. The tow trucks even feature little flashing orange lights and the petrol tankers can

be seen indicating which way they are about to turn. What's more, the airport lights up spectacularly to create an entrancing night scene.

To see this incredible model in operation go to <http://www.dailymail.co.uk/news/worldnews/article-1383532/Knuffingen-Airport-German-builds-worlds-largest-model-airport.html>

ModelRail – What You Missed!!



Meeting Room No. 2
– Catering area in the foreground, *The Valentine Run* on the left, *Ebford Regis* on the right with a modelling demonstration area in the centre. *WesterN Ridge* and *Frans River Line* are obscured by our visitors.

Rosemary and Frans Ponjee at the Sales Table where items from a deceased members estate plus surplus Library books were available for purchase.





Cumwaite Junction station on our 4mm scale 16.5mm gauge *Haltwhistle* layout



Kathy Price showing her modelling skills and some of her exquisite 7mm scale models



Exeter St. David's station module



A scene on Ansberg HO scale layout



Peter Sapte describing the work he is doing on his current modelling project



Our Large Scale garden railway



Your Editor's milk train passing through Cumwaite Junction on our *Haltwhistle* layout



Layout Room No. 1 with Rob Kay talking about the *Woodlines* layout, with our two U-drive layouts further on. *Haltwhistle* layout is to the right, *Swan View* is out of picture to the left



The front of the *Valentine Run* layout. This is a layout under construction



Craig Napier's N Scale container ship at the Container Terminal on *WesterN Ridge*

Christmas Quiz

This years Quiz is all about railways in some shape or form, so no excuse for not knowing all the answers. It is open to all AMRA members. As usual there will be two prizes, one for each of two winners. If there are more than two with the same number of correct answers then two winners will be drawn out of the hat. The judge's decision is final. Even the Editor and our Management Committee can enter this year!

Terminology –

- 1 What is the 'Consolidation' wheel arrangement? _____
- 2 Inside what is the brick arch positioned? _____
- 3 What is a 'buckeye'? _____
- 4 The name Lemaitre is associated with which item? _____
- 5 What is the Whyte system? _____
- 6 What nationality was Herbert Garratt? _____
- 7 Many Midland Railway 4–4–0s used steam twice.
What was it called? _____
- 8 Which wheel arrangement, never used in Britain,
was nicknamed the 'Centipede'? _____
- 9 How many axles does a 1Co–Co1 loco have? _____
- 10 What is the standard overhead voltage for
British electrified lines? _____
- 11 What are described as of the 'Commonwealth'
design? _____
- 12 What type of BR locomotives used Wilson-
Drewry gearboxes? _____
- 13 Where were BR Class 59 locomotives built? _____
- 14 What wheel arrangement is the BR Class 31? _____
- 15 What liquid is the most common form of
engine coolant on BR? _____
- 16 What does the abbreviation TESCO mean? _____

Overseas Railways –

- 17 What does the German word *Hauptbahnhof*
mean? _____
- 18 What two colours make up the livery of the
ICE high-speed units? _____
- 19 What is a 'KÖF'? _____
- 20 What are the letters TGV short for? _____

- 21 What is the name of the Spanish ultra-lightweight articulated train? -----
- 22 Where are the only spiral tunnels in North America? -----
- 23 Where was the only spiral railway tunnel in Ireland? -----
- 24 What wheel arrangement is a 'Niagara'? -----
- 25 What was unusual about the Steffenbach bridge on the Furka-Oberalp Rly in Switzerland? -----
- 26 Where is the world's steepest rack railway? -----
- 27 What year did the first *Orient Express* depart from Paris for Vienna & Constantinople? -----
- 28 On what date was the through standard gauge route from Perth – Sydney completed? -----
- 29 How long is the dead straight stretch of line across the Nullarbor Plain? -----
- 30 Who was the engineer who oversaw the construction of the railway from Genoa to Turin? -----
- 31 What was the name of the railway Lawrence of Arabia rendered useless in WW1? -----
- 32 How many tunnels are there on the Kalka-Simla Railway in India? -----

ANAGRAMS – London Stations

- 33 Bleary Omen -----
- 34 Rings Socks -----
- 35 God and Pint -----
- 36 Old and Bending -----
- 37 Tone us -----
- 38 Traps Cans -----
- 39 Ants on Centre -----
- 40 Tear Wool -----
- 41 I to Vicar -----
- 42 Lovelier Protest -----

Miscellany –

- 43 What was peculiar about the railway operated at Swanscombe Cement Wks, Kent until 1928? -----

- 44 The Delaware, Lackwanna & Western R.R. was
the setting for the first film made with a cohesive
narrative in 1903. The words of its title became
Famous in quite a different contest.
What were they? -----
- 45 The novel *Hatter's Castle* by A. J. Cronin
contains an account of a British railway
disaster in 1879. What was the disaster? -----
- 46 Why was much of the day's train service at
Paddington disrupted on 2 February 1901 -----
- 47 How many lives were lost during the
construction of the Forth Bridge [1883–90]? -----
- 48 What was the year that the USA AMTRAK
organisation was set up? -----
- 49 What was the name of the film that the GWR
Station Monkton Combe was prominent in? -----
- 50 In which English town was there situated an
engine shed named Edgeley? -----

Name: ----- **Membership No:** -----

Phone: -----

Send your entry to –

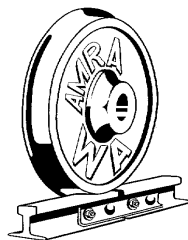
AMRA WA Branch 2011 Christmas Quiz
PO Box 60
MAYLANDS WA 6931

or place your entry into the Quiz Box in our Clubrooms by **no later than** Saturday 14 January 2012.

Hope you and your family have a very Merry Christmas and a Happy New Year.

The Hon. Rev.

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 203 February 2011 Vol 34 No. 1

Frans' Fatidic

Barry Keens Honorary Life Membership

Barry Keens joined the Australian Model Railway Association in 1984. He was elected to the WA Branch's Management Committee at the 1986 Annual General Meeting and took on responsibility for liaison with the City of Bayswater to locate a suitable site for a Branch Clubrooms building, as the Meltham railway station clubrooms was rapidly becoming too small for the growing membership of the Branch.



Barry's senior management positions had given him considerable experience in Local and State Government procedures. The good relations Barry had with the City of Bayswater's Officers and Councillors were invaluable.

As a result of his overtures to the City, four little used sites were offered for lease and after consultation with the Management Committee and site visits by the other Committee Members, a disused sports ground at Moojebing Street, Bayswater was selected.

The Branch Management Committee appointed him as Project Manager in September 1987 and he set to obtaining Planning Approval for a suitable building on one quarter of the Moojebing Street site. Approval was obtained early in 1988 and, with the assistance of the Management Committee and Branch members generally, a detailed design for a suitable building was

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Ron Fryer – 9401 3514
email – not available

Committee

Trevor Burke – 9398 4330
trevorburke@bigpond.com

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Niels Kroyer – 9315 9635
email njtskroyer@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

prepared and presented to the City of Bayswater and other authorities to obtain a Building Permit.

The Permit was eventually obtained and the first sod was turned in December 1988! Physical work at the site started in February 1989 and by late April 1989, the walls were in place. The roof was installed in June 1989 and the building reached lock-up stage in September 1989.

In an official ceremony on 30 September 1989, Barry handed the keys to the new Clubrooms to Ted Thoday, Branch President. The project successfully completed after three and a half years, a job well done.

Barry was elected Vice President of the Western Australian Branch at the 1990 Annual General Meeting, holding that office for two years.

By the late 1990s, the need to expand the Clubrooms was becoming apparent, once again, Barry's good contacts at the City of Bayswater made obtaining the necessary Planning Approval and Building Permit relatively easy.

Barry rejoined the Branch Management Committee being elected President at the 2000 Annual General Meeting and he held that Office until 2002 when he moved to Wyalkatchem.

Barry was instrumental in arranging for *The Branchline* to be printed by the Wyalkatchem Telecentre at an attractive commercial rate. Although he has now moved to Dowerin, the Wyalkatchem printing arrangement continues.

Despite the tyranny of distance, Barry has been a regular participant in the conduct of the Branch's Model Railway Exhibitions and, as a 'senior' member of the Branch has been honoured to conduct the election proceedings at each Annual General Meeting for the past several years.

Other Fatidics

It was sad to learn the recent passing of Gerry Burns. Our condolences and deep sympathy have been sent to Gerry's family.

As usual our Branch is going along nicely, no major problems, and I am glad to see that the cleaning is being adhered to, thank you all.

It was with great pleasure that recently I had the privilege of presenting Barry Keens with his Honorary Life Membership. It came as a complete surprise to him

but I know you will all agree it was well deserved.

The BHP layout needs to be finished by the end of March and as I will be away for four weeks from the middle of February to the middle of March we need people to seriously work on this project.

See either John Maker or me if you can spare some time [lots of time].

Thanks to Tom Stokes and Dennis Ling for finishing the exhaust fans for the toilets.

Recently someone dumped a large amount of rubbish on the concrete slab between the end of our building and Ashfield Smash Repairs. If anyone observes rubbish being dumped on our premises could you please take car registration numbers and other details and let any of the Management Committee know so we can take further action.

Under no circumstances attempt to remonstrate with the offenders as there is no way of telling how they might react – perhaps violently – we do not want any of our members injured or worse.

New Branch Web Site. Over the past year John Maker and Ted Thoday have spent many, many hours designing and populating our new web site – thank you both for your efforts and continuing support of our Branch.

There's more about the new site later in this issue, please take the time to visit the site as it contains considerable information about our Branch, its activities, etc.

Frans Ponjee
Branch President

Exhibition Manager's Report.

The Exhibition is on again this year on the 4, 5, 6 June 2011 and information is coming back quickly. Once I have all the responses I can work out what is required regarding floor space and other details. There will be at least eleven new layouts this year including our own new N scale layout.

I again ask our members to come forward to help run the Exhibition, you will find the appropriate forms in the next issue of *The Branchline*.

As there is a chance that Rosemary and I will move to Albany to live I would like to see if someone is interested in helping us with the Exhibition this year with the understanding of running next year's Exhibition.

Frans Ponjee
Exhibition Manager

Vale Bernard [Jim] McGuinness

9/11/1933 to 21/12/2010

Jim was a long-standing member of our Association, it is believed that he joined before the WA Branch was formed and is remembered as a quiet bloke, always willing to help others but didn't seem to prefer any one scale/gauge.

He started his working life as an apprentice at Midland Workshops and, after leaving the

Workshops. was a mechanical fitter for the WAGR/Westrail at various metropolitan loco sheds.

Known as a good, quiet mate who will be missed, he sometimes referred to himself as the 'all-round' fitter.

Branch members attended the funeral Mass at St. Brigid's Church in Midland and the subsequent interment at Pinaroo.

Out deepest sympathy and sincere condolences have been passed to Jim's family.

Dennis Ling

From the Editorial Desk

The Branchline – April issue deadline. Routine editorial material, articles, reports, programme items, etc., to me **no later than Saturday** 26 March please. The following deadlines will apply –

- For items transmitted via Australia Post the last postal delivery or if hand delivered to my home no later than 1600 on the Friday 25 March
- For items placed in the Editorial pigeon hole in the Management Committee office in the Clubrooms – 1500 Saturday 26 March.
- For items transmitted electronically via e-mail – 1800 Saturday 26 March – email address is mandtt@three.com.au – please use subject heading The Branchline.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on **Saturday** 9 April and will include pre-exhibition material

Please note the intended dates for *The Branchline* publication for the remainder of 2011:

	Editorial deadline	Assembly, etc.
June	Saturday 28 May – for routine material Sat 11 June – for exhibition reports	Saturday 25 June – will include exhibition reports and AGM material
August	Saturday 30 July	Saturday 13 August
October	Saturday 24 September	Saturday 8 October – will include AGM Minutes
December	Saturday 19 November	Saturday 3 December

Ted Thoday

Literary Lines

Work continues on the upgrade to our systems, the major current task being to fix the new identity labels to all the books.

Library – on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Our Branch's New Web Site

In the early part of last year there were comments, from members, about how tired and uninteresting our Branch's web site was. After some discussion with our Management Committee we took on the task of developing a replacement web site. Where did we start?

We considered that we needed something that was a bit different, had some animation, was informative to our members and would act as an advertisement for our Branch by illustrating 'where we are', 'what facilities are available' and 'what we do'.

The Home page [which we've called Main Station] needed to be eye-catching but railway modelling oriented. There also needed to be links to everything else on the site. In some ways the project became like 'Topsy' and just grew as we started to understand the power of what was available to us and to become far more innovative.

Above all it had to be as user friendly as we could make it. Broadly the site covers –

- Briefly, our Branch's early history
- Who we are, where we are, what we do, Special Interest Groups
- Future events – Exhibition, ModelRail
- Our layouts, descriptions and photographs
- *The Branchline* and our activities programme
- Other railway interest Groups – retailers, specialist suppliers, preservation and clubs.
If you know of any that are not listed please provide us with brief details of what they do and contact details so that we can follow up and obtain approval for publishing their information.

The site includes hyperlinks to navigate between sections [just click on the link], to view large versions of the photographs, to the web sites and email addresses of the other railway interest Groups, etc.

At the time this issue of *The Branchline* went to our printers we were still waiting for the text description, being written by others, of two layouts. We have also included space for the new TT gauge U-drive layout, text and photographs will be included when available.

The new web site should be operational within the next two weeks. Please take some time to view your web site as we would appreciate constructive comments. The address is www.amrawa.com

John Maker
Ted Thoday

Around the Layouts

Haltwhistle. Running very well, thinking of charging a mileage rate as this is the most used layout in our clubrooms.

Plenty of new and simply wonderful trains, owned by one of our young members, running on the layout and most noticeable at a very realistic speed, well done Brendon.

Tom Stokes
Layout Supervisor

The Valentine Run. The last month has been one of frustration, for while DC performed faultlessly, DCC worked intermittently. Given that the last time DCC was used was a month ago, we worked backwards, progressively undoing the electrics which had been connected in that period – with no success. In search of the fault, the command unit was tested on *Swan View*, the control panels were disconnected and the command bus cords tested – all to no avail.

Just when all theories were exhausted and our wiring guy was considering which bridge to leap off [HO ones, he's scared of heights], David discovered a drop of solder had splattered on a command bus socket; the removal of which appears to have solved our problem.

So it wasn't a fault in your scribe's wiring. Thank you to Trevor and Craig for their continuing encouragement.

On the layout we have adopted the policy that every piece of track has its own droppers, thus overcoming the malicious fishplate that suddenly decides to become non-conductive. With Alan Higgs' assistance, this policy has been incorporated into the sidings at Industrial Park and in the Valentine loco service area.

Peter's station, faced with guillotining to permit locos to pass at Valentine, has fortunately found a new home at Coalmine. It's a magnificent structure, well worth one's perusal and well suited to the site. However, the folks at Valentine have demanded a suitable structure to replace that which was taken from them.

By the time this publication reaches the news stands, the electrics on three of the panels should be complete, the disconnection of the month's wiring reconnected and the turnout protection of the common track at Kingman in operation.

For a while there, the light at the end of the tunnel had been switched off but now it's great to be back on track again.

Craig Hartmann
Alan Burrough
Layout Coordinators

Stop Thief

The Builders Plate from Diesel Locomotive DH5 has gone missing, believed stolen. Any information regarding the whereabouts of the plate, which is inscribed with the words "Diesel, Hydraulic, Walkers Ltd Locomotive 587" [see picture] should be passed to John Hoy on +613 9757 0700 or email info@pbr.org.au.

Any assistance in retrieving this missing railway artefact would be greatly appreciated.

Williamstown museum signal box has also had items stolen. *[details not supplied to me. Ed.]*



Assistance Requested

Noel Peebles is interested in model trains and is looking for two or three people to provide some content for a new model railway website project he is planning.

Noel is also looking for people who could write tutorial content and supply some instructional photos, etc. Noel will need a range of content, eg. DCC tutorials, photos, scratch-building, etc

If any member is interested in assisting Noel or would like to find out more about his project please contact him at email <surveynoel@hotmail.com>

Facebook – a Cautionary Tale

On page 6 of the December issue I related a sequence of emails attempting to get me to become a Facebook friend of someone who I had never heard of. The emails said that two AMRA members known to me were friends of this ‘someone’. The two named members do not know the ‘someone’.

During December I received an almost identical email from another unknown person, who gave the names of three people who are known to me, two AMRA members and one, a teenage female former AMRA member. These three people have been told about this latest email.

In early January I received an email, purporting to have come from Facebook, wanting to know why I had not signed on to become a friend of this latest ‘someone’ and since then I’ve received a second.

Another Cautionary Tale – A Scam

Recently I received an email with an attached letter purporting to come from Dr. Helen Gibson of the Microsoft Promotion Award Team.

A four page professional looking letter headed by the Microsoft Windows logo told me that I had won a six figure prize in British currency. I was required to provide a considerable amount of personal identification information.

Despite its apparent professional look, there were some glaring errors, for example Dr. Gibson’s address at the head of the letter is Stamford New Road Altrincham Cheshire WA14 1EP London United Kingdom – Altrincham is some 350km north west of London. However, if you Google Earth the post code you will find yourself at Stamford New Road Altrincham!! I’ve since received a second, similar email letter, with an address in Buckingham palace Road, London [not the Palace!].

The emails and attachments have been referred to the Australian Communications and Media Authority who have law enforcement contacts world wide.

Around the SIGs

Great Western Railway Modellers Special Interest Group. I should not have gone away overseas and left the responsibility for reporting the Group’s activities during my absence to a stand-in scribe – as he confessed in the December issue of *The Branchline*, he even managed to lose his rough notes of the Group’s October meeting. Well, all is not lost, for these roughest of rough notes have now been found and what follows is hopefully a reasonable account of the **New Acquisitions** and **Current Projects** elements of the October meeting.

John Brenchley had several GWR items in N scale to show. These were –

- a limited edition GWR B Set, consisting of two close-coupled brake composites, produced for Osborn's Models by Dapol. These had grey roofs and had much improved bogies compared to those on the Dapol 2003 coaches [NC-007 and NC-008] but were probably the same bogies as those on the Dapol 2005 products [NC-023 and NC-024].
- two each of the Dapol re-run of their Collett coaches in full GWR livery with the Coats of Arms of London and Bristol – two Brake Thirds, two Composites and two All Thirds.
- two Graham Farish by Bachmann 20-ton GWR Toad Brake Vans labelled for Birkenhead.

Ron Richards showed a Hornby OO Schools class locomotive, *Charterhouse*, No. 903 in Southern railway olive green livery.

Proving that members of the Group do, in fact, make something with their hands, **Doug Firth** showed how he was progressing with a Coopercraft GWR Diagram O5 open wagon plastic kit and an etched brass kit of an LNER open wagon [Diagram not noted] which he had acquired from Wizard Models. Whilst there, he had also acquired a trial pack containing a brass etch and the necessary wire for the production of Spratt & Winkle couplings. It is understood that Doug is building these wagon kits for the British Railway Modellers of Australia Class 24 layout to be known as *Caprolite Street*. Doug is the most progressive modeller many of us have seen – he's only been a serious modeller for the past couple of years and here he is tackling Spratt & Winkle couplings, something older lags have never been game enough to try their hand at!

Just to show that Doug still has things to learn about in the hobby, he sought information on how good a representation of a GWR Shunters' Float is the 1973–78 Hornby model, details of large lettered GWR wagon livery and why he is getting poor pick-up on a Hornby GWR Class 2721 open cab 0–6–OST.

John Brenchley brought along some examples of the 2mm/ft chimney stacks that he is making for his model of the GWR station building at Tavistock. These had been shown and admired at the Group's September meeting and the incredible lengths to which John has gone in their manufacture were described in the December issue of *The Branchline*. This reprise gave members present to have really close look at John's handiwork.

The subject for the November meeting was on the Townscape and Architecture of the 1930s and the 1940s. However, firstly we discussed and agreed on the programme for 2011.

The Group's November meeting look at **Townscapes of the 1930s and 1940s** – What is a 'townscape'? We believe it is a manufactured word derived from 'landscape' [picture, etc. or part of one representing inland scenery] and modified for application to towns, villages, etc. So, we should be discussing 'a picture [or more importantly for us, a three-dimensional model], etc. or part of one representing a town' and, I suppose, we should restrict ourselves to those parts of the picture [or model] which are beyond the railway fence. For example –

- Rear-yards of properties backing onto the railway
- Garden allotments beyond the railway fence, very common in UK even today.
- Roads – what's on them traffic-wise. Age of vehicles, more horse-drawn vehicles, etc.
- Road signs – make sure they are correct for the time. Big changes in the 1950s.
- Road markings – check that they are right, some changed in the 1950s.
- Street furniture – traffic lights

- Belisha beacons
- Telephone boxes – one style only, and always red.
- Royal Mail post boxes – single, double or wall-mounted, could only have the following monarch's initials VR, ER, or GR [Victoria, Edward, or George].
- Police boxes [including Dr. Who type].
- Bicycles and motor cycles [more common than in subsequent decades].
- Market stalls [some roads/squares were closed to vehicles on market days]
- Street traders, itinerant tradesmen [tinkers, dealers, coal merchants, milkmen, bread deliveries, postmen on pushbikes, telephone service vehicles, etc. etc.]
- Shop fronts and awnings – plain, multi-striped, advertising business name, etc.
- Motor garage kerbside pumps – most electric operated but some were still manual [in villages].
- Advertising signs – enamel signs were still quite common.
- Bus stops – most people travelled by public transport
- Taxis – In the towns most taxis were basically the same model of vehicle.

Architecture of the 1930s and 1940s – Definition of 'architecture' is the art or science of building and construction.

The author of these notes states that as he did not spend any time at all during the 30s and 40s in Britain, let alone in GWR territory, he will remain supremely ignorant on the subject! Hear, hear!

However, let us put forward several suggestions that come to mind –

- The Art Deco buildings of the 1930s, cinemas in particular. [The REGAL, ASTOR and CYGNET in Perth are good examples].
- The semi-circular corrugated iron Nissen huts of the 40s, used during WW2 by the military and as emergency buildings to house bombed-out families. [note – there was more destruction of buildings during WW2 than there was construction]
- In the UK, buildings were built to last at least 50 years, half-timbered buildings are often up to 500 years old, some churches are 1000 years old.
- Development of farming land for housing estates is not something new. All over Britain development was occurring, especially around the big cities.

Model buildings produced by Superquick, Metcalfe, Bilteezy [Freestone Models], Scalescene, Airfix [Dapol] and others, all make very acceptable buildings for the 30s and the 40s.

Remember – NO supermarkets, NO multi-screen cinemas, NO motorways, NO Panda cars, Bobbies wore helmets not flat hats and rode pushbikes or walked! You parked your bike at the kerbside and you didn't lock it! I think that I had better finish as I am longing for the old days!!

New Acquisitions –

Doug Firth – showed a Hornby R378 LNER Class 49/1 4-4-0 Shire Class locomotive *CHESHIRE*, complete with crew and with smoke – something that he has always wanted. Next was a set of track cleaning pads that fit under wagons. Finally a book, that he had just bought from Alan Porter, *Great Western Coaches –Appendix Vol. 2* by Russell and published by OPC.

Peter Sapte – showed two catalogues from UK Exhibitions – Raillex at Stoke Mandeville and

Scaleforum at Leatherhead.

Keith Donetti is definitely getting serious, showing us a full pack of Peco track and a pannier locomotive and several Metcalfe kits that he acquired from City Models.

Alan Porter – showed three DVDs from the Right Track series –

- *No. 12 – Wiring your layout* – Ian Morton & Christopher Langdon
- *No. 13 – Wagons – Pt.1* – Ian Rice
- *No. 14 – Wagons – Pt.2* – Ian Rice.

John Brenchley – showed two sides of a coach made from card with a gloss screen printed facing, estimated to be 50+ years old. He also showed a 'pop-out' printed goods shed by Waddingtons that, when made up, can be made to collapse flat to store!

Ron Richards – showed a little Hornby 08 Shunter D3105 in green livery that is DCC and sound fitted.

Ron Fryer – on first appearance since his UK trip naturally had several items to show! Firstly a number of books –

- *Railway Stations from the Air* by Aerofilms, published by Ian Allan
- *All Change!* by Paul Atterbury, published by AA Publishing
- *Brunel's Timber Bridges and Viaducts* by Brian Lewis, published by Ian Allan
- *Great Western Steam on Shed* by Colin L. Williams, published by D. Bradford Barton Ltd.
- *GWR Country Stations* by Chris Leigh, published by Ian Allan
- *GWR Junction Stations* by Adrian Vaughan, published by Ian Allan
- *Modellers Guide to the GWR* by T.J. Booth, published by PSL

Ron, born and bred in Manchester, likes the old Manchester buses, so he bought some more –

- Leyland Titan TD1 D/Decker in MCTD Red & Old Eng. White No. 237
- Daimler Utility D/Decker in MCTD Red & O/E. White with grey roof No. 4229
- Daimler Fleetline, Rear Eng. D/Decker in MCTD Red & O/E white stripe No. 4602

Ron remembers travelling on both types of Daimlers but even he isn't old enough to have travelled on the Leyland TD1! He also showed the London Transport RTW D/Decker, issued by Atlas Editions for £1.99 sometime ago, and also a model of a Southdown Bristol Lodekka FS open-top tourist bus which was the next Atlas issue.

Doing Things –

Doug Firth influenced by Adrian du Heaume, showed a model of a motorbike and sidecar that he has built – really nice. [No spokes though on the bikes wheels, tut, tut.] He is converting his OO models to Spratt & Winkle couplings and he showed us examples. Well done Doug!

Peter Sapte – showed a Guards Van that he is adapting as a track cleaner by putting a cleaning kit, obtainable from LMS [Lanarkshire Model Supplies], under the chassis of the Van. He also showed the progression of his conversion of a 50ft full brake coach into a kitchen car by using brass overlays from Comet.

Barrie Peacock is continuing his conversion of flat wagons by adding containers – the latest delivery of which he has just received.

Alan Porter – showed how he is continuing to improve the running of his open wagons by changing wheels, couplings etc.

The Group's December meeting took the form of an Annual Quiz. There's not much to be said about the Quiz except to say we don't know very much about the subjects we discuss during the year. Still we had some fun being ignorant.

New Acquisitions –

Alan Porter – showed a book *The History of Slipping and Slip Coaches* by C.E.J. Fryer [no relation to our scribe] published by The Oakwood Press.

Steve Rayner – brought in his new Graham Farish/Bachmann N scale model of a Class 14 Diesel locomotive *Teddy Bear*, in BR Green and it was weathered. Small and very exquisite.

Doing Things –

Ron Richards – the wiring on one of his control panels was malfunctioning and so Ron stripped it and rewired it and now all is OK.

Roger Solly – is at present, fighting a battle with black ants [the Dark Side] under his layout. We look forward to January to find out who is winning!

Alan Porter – has made a New Year's resolution to fix all those items that he has bought that need things doing to them, ie – half built kits, buffers missing etc. We have all got those sorts of things so perhaps we should make the same resolution!

Niels Kroyer – [an unexpected welcome guest] told us that when painting three small locomotives recently he did not try the spray can first and consequently botched it up when he sprayed the locos, creating extra unnecessary work. Ah well, if at first you don't succeed become a budgie!

Peter Sapte – showed the LMS Kitchen Car that he has almost completed using a full parcels brake 50ft coach and a set of Comet etched brass sides. Having seen the project at the start whilst I was in the UK, the finished job is really something to talk about. His next job using a Brake van as a track cleaning vehicle was also virtually completed. He then showed us a Parkside Southern CCT Van that he has had for sometime but has only just got around to completing it. He certainly crams a fair amount of modelling in the short time that he is here. Wonder just what he has planned for his next trip?

Tom Stokes – has acquired some Fox transfers to fit his Heljan Hymek. [note – our Branch now owns a full up-to-date Fox Catalogue that can be referred to in but not taken from our library.]

Thanks to Alan Porter for the hard work that he has put in during the year past, producing the facilitation notes.

British Railway Modellers Special Interest Group. The subject for the November meeting has a rather long-winded title but was quite an interesting subject – Wagon Weighbridges and Turntables, Capstans and Winches and Wagon Unloading Devices. [I did warn you].

In general, British Railways inherited most, if not all, of the equipment in this area from the Big Four companies and as most of it was in reasonably good fettle, there was no need for its early replacement. On the other hand, there were improvements in materials handling techniques in general industry in the 1950s and 1960s and these flowed through to BR where new facilities were being considered. Using the old saying a picture is worth a thousand words most of these facilitation notes are photographs, so if the subject appeals to you ask for a copy of the notes or visit the web site www.igg.org.uk/gansg/ and go to the Materials handling section of the chapter titled *Wagon Loads and Materials Handling*.

Wagon Weighbridges – Similar to a normal weighbridge for weighing road vehicles but with two rails laid on top of the platform.

Wagon Turntables and Traversers – The picture on page two of the notes shows the high-level coal yard at Paddington Goods where there are three wagon turntables. Wagon turntables with a diameter of usually 10ft 6in in such congested locations were generally used to move a wagon onto another line at right angles and thence to another wagon turntable, so getting access to a line parallel to the original line. Certain bogie wagons could be turned on a wagon turntable, one bogie at a time!

One of the largest collections of wagon turntables was at Camden Goods Depot of the LMS [ex-LNWR] with its nine lines leading into the covered sheds and there were two parallel sets of wagon transfer lines at right angles to these nine lines. A track diagram of Camden Goods could not be quickly located but memory recall is that there was a wagon turntable at each of the eighteen intersecting nodes between these sets of lines.

However, the Lancashire and Yorkshire Railway on page 3 shows two photographs – the upper one shows a 13ft diameter turntable with five lines leading off it at Great Howard Street Goods Depot, Liverpool whilst the lower one at North Docks Goods Yard, Liverpool shows how eight reception lines crossed at least seven lines leading into possibly two parallel covered goods sheds with at least sixteen wagon turntables in the picture. Note the capstans, reels and rope not in use.

Movement of a wagon from one line to another parallel line inside a large covered goods shed was occasionally by a traverser. A photograph of a wagon traverser is on page 5.

Capstans – A capstan and associated idler reels were an invaluable asset for moving wagons around congested goods yards and depots where it was not possible to use a shunting horse, a shunting tractor or a locomotive. Look at the picture at the top of page 6 and the one at Paddington Goods just after Nationalisation. Note the foot pedal for control of the [hydraulic or electric?] power being applied to the capstan, the number of turns of rope around the capstan and the control of the force being applied to the rope by the degree of slack being maintained by the operator and the idler reel near the building, allowing wagons to be pulled away from the capstan when required. The lower picture on page 6 shows what seems to be just one powered capstan [near the untidy pile of rope] and ten reels although some may be associated with capstans off picture.

Wagon Unloading Devices – These are many and varied –

- Wagon End Tippers – photographs on pages 7 and 8
- Wagon Side Tippers – information on page 9
- Container Handling – by fixed yard cranes
 - by overhead [Goliath] cranes – photograph page 10
 - by mobile cranes – photograph page 10
- Pallets and Fork lift Trucks – photograph on page 11

- Portable Augers and Conveyors for bulk and bagged grains – drawings, photograph and information on pages 11 and 12
- Goods Depot Conveyor Belts – photograph on page 13

So there you are, a fascinating subject but you definitely need the notes, so why not ask us for a set?

New Acquisitions –

Steve Rayner – showed us some new N Scale rolling stock –

- Dapol Class 58 Railfreight diesel 58023
- G/F Bachmann Class 14 [*Teddy Bear*] D9523 in BR Green
- G/F Bachmann 16T Slope sided Mineral Wagon in BR Grey
- G/F Bachmann 27T Iron ore Tippler wagon in BR Grey
- G/F Bachmann YGB SEACOW Bogie Hopper wagon
- Oxford Diecast Jaguar Mk V111 in Black/Cornish Grey
- Oxford Diecast Jaguar SS in Cream
- Oxford Diecast Jaguar SS in Black

Alan Porter – showed us some books first off –

- *Detailing and Modifying RTR locomotives in OO gauge* by George Dent, published by The Crowood Press
- *Semaphore Signal Construction* by Peter Squibb, published by Wild Swan
- *Bachmann Branchline Pocket Guide [First Edition]* by Pat Hammond published by Warners Group.

He then showed a OO model of a flat car with an oval-shaped milk tank road wagon on it. This was followed by a built Superquick set of shop fronts made up into a 3-D effect. It will replace his existing set.

Peter Sapte – showed a brochure on the *Empire Builder*, an Amtrak train from Seattle to Chicago and vice versa, that he and his wife Ann had travelled on this year. Not overly fond of the trip but it was interesting.

Clive Whitehead – told about a book that he bought from Alan Porter on the *Leader* locomotive. Thought that it might be an interesting subject for a BR night.

Doug Firth – showed a Hornby GW flat car complete with a GWR container. Next item was a Coopercraft weathered wagon and also a Ratio GWR Southern built van. His last item was a tender for a V-Class WAGR locomotive made from resin.

Doing Things –

Steve Rayner – has been cutting up road trucks and kit-bashing them into different types and lengths of container trucks. Very effective they look too.

Alan Porter – continues to upgrade his wagons for better running.

(Continued on page 16)

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

February

Friday	4	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	5	[8]	The Branchline assembly General Activities
Monday	7		Using sound on your layout.
Tuesday	8	[1]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	9	[2]	DCC Special Interest Group – venue AMRA Clubrooms
Friday	11	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	12	[4]	General Activities
Monday	14	[5]	S Scale Special Interest Group meeting – scratch building S scale buildings and structures, materials to use, measuring the prototype, basic construction methods.

Tuesday	15	[6]	Daylighters Group – daytime meeting
Wednesday	16	[7]	Great Western Railway Modellers Special Interest Group meeting – Coaling and Watering GWR locomotives.
Friday	18	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	19	[1]	General Activities
Tuesday	22	[2]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	23	[3]	British Railways Special Interest Group meeting – BR Covered Vans [not the specialised meat or fish vans]
Friday	25	[4]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	26	[5]	General Activities

March

Tuesday	1	[6]	Daylighters Group – daytime meeting
Wednesday	2	[7]	LNER Special Interest Group meeting –
Friday	4	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	5	[1]	General Activities
Monday	7		Using Paper in Model Railways with Doug Firth Labour Day public holiday.
Tuesday	8	[2]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Group Special Interest Group meeting
Wednesday	9		DCC Special Interest Group meeting – venue Naval Base
Friday	11	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	12	[4]	General Activities
Monday	14	[5]	S Scale Special Interest Group meeting – Modelling hints and train running on <i>Swan View</i> .
Tuesday	15	[6]	Daylighters Group – daytime meeting
Friday	18	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	19	[8]	General Activities
Tuesday	22	[1]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Group Special Interest Group meeting
Wednesday	23	[2]	Great Western Railway Modellers Special Interest Group meeting – Bring, Run and Tell about a GWR train

Friday	25	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	26	[4]	General Activities
Tuesday	29	[5]	Daylighters Group – daytime meeting
Wednesday	30	[6]	British Railways Special Interest Group meeting – Bring, Run and Tell about a BR train
April			
Friday	1	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	2	[8]	General Activities
Monday	4		Exploring various methods of wiring turnouts
Tuesday	5	[1]	Daylighters Group – daytime meeting
Wednesday	6	[2]	LMS Modellers Special Interest Group meeting – General discussion, look at video/DVD and/or run an LMS train
Friday	8	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	9	[4]	The Branchline assembly General Activities
Monday	11	[5]	S Scale Special Interest Group meeting – Slide/video/movie / e-photo night for S-scalers
Tuesday	12	[6]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Group Special Interest Group meeting
Wednesday	13	[7]	DCC Special Interest Group meeting – venue AMRA WA Clubrooms
Friday	15	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	16	[1]	General Activities

(Continued from page 13)

The main item on the agenda for the December meeting is the Annual BR Quiz, but first –

New Acquisitions –

Ron Fryer – more books had arrived in the mail from his UK trip as follows –

- *Isambard Kingdom Brunel* by Robin Jones published by Mortons Media Group
- *GWR – Great Western Railway – 175 Glorious Years* by Robin Jones published by Mortons Media Group.
- *42nd Great Dorset Steam Fair 2010 Official Programme* [158 pages]

Ron also showed a souvenir postcard [290mm x 130mm] that he obtained from the old Alnwick Station, now reputed to be the largest secondhand bookshop in the UK, called Barter Books. It is in

the form of a large Railway Mural that fills the inside wall arch at the front end of the station and consists of all the known employees of the three railway companies that operated out of Alnwick – the North Eastern Railway, the London & North Eastern Railway and British Railways – between 1850 and 1968. It shows the coats of arms of the three companies and the Stationmaster's names are singled out in red [of which there were only eight].

Nick Pusenjak – showed his new book *Bachmann Branchline Pocket Guide [First Edition]* by Pat Hammond, published by *BRM Magazine*.

Alan Porter – showed his Heljan Brush *FALCON* Diesel locomotive D0280, in lime green and khaki. He then showed two books, both by George Dent and both published by The Crowood Press. *Detailing and Modifying RTR Locomotives in OO Gauge Vol. 1 – British Diesel & Electric Locomotives 1955–2008* and *Detailing and Modifying RTR Locomotives in OO Gauge Vol. 2 – British Steam Locomotives 1948–1968*

Steve Rayner – showed a metre of LED lights that can be cut into 3–light sections [20 sets per metre]. Ideal for coach lighting etc. For more details talk to Steve.

Doing Things –

Ron Richards – is happy, he has just finished wiring his No. 4 Control Panel – and it **works!!**

And now for the QUIZ!! Well the mince pies, cake and bubbly were nice. Thanks to Alan for his excellent facilitation notes throughout the year

S Scale Special Interest Group the only group of railway modellers in WA specifically dedicated to modelling the WA railway narrow gauge scene in S scale. It began as a small group of dedicated modellers of the WAGR in the 1980s when it was known as the York Group. In 1989 the Group expanded and became a Special Interest Group of the WA Branch of AMRA. With the support of the Branch it has gone from strength to strength and has been represented at the Annual Model Railway Exhibition for at least 25 consecutive years. It is indeed appropriate that the modelling of the WAGR and MRWA be encouraged and nurtured within the WA railway fraternity. It is also pleasing to note that a record number of 44 members attended the December 2010 meeting which turned out to be a lively and enjoyable evening.

One of our AMRA and S Scale SIG members, Bill Gray, will take on the editorship of the *Australian SN Modeller Magazine* for 2011 and we wish him every success in promoting the scale and the hobby in WA and Australia. Bill has contacts with the S scale members in Queensland and has been associated with the Magazine for the past few years. He will no doubt bring some new ideas to the Magazine and we expect an increased circulation during his tenure as editor.

The December meeting was the final meeting of 2010 for the Group. Graham Watson called the meeting to order at 2030 and wished every one in attendance and their families the best of wishes for Christmas and the coming year. Graham introduced Cris Fitzhardinge who has recently joined AMRA and Roger Jenkins introduced his son who came along [perhaps under duress] to see at first hand what his Dad does on the second Monday night of every month.

Graham called for expressions of interest to display a layout at the Model Railway Exhibition. The default option will probably be to show *Serpentine* which has not had an outing for six years. Once again United Modellers, Railwest Modellers and two modelling desks are planned for this year's Exhibition.

Gary Gray showed his model of the WAGR RBC bogie cement wagon of which he has twenty kits

available to interested Group members. This is a very nice kit which allows the modeller to assemble a very detailed model of which there were seven examples on the system.

Stuart Mackay announced that eleven members had taken delivery of their V class kit, to date. He hoped that a further twelve would be made available to those who had expressed an interest in the kit over the coming year. Stuart remarked that the kit had been an ambitious and mammoth job which had taken just one a year to bring to fruition.

Tony Kelly reminded members of the publications relating to the Tasmanian Railways and the Commonwealth Railways which can be purchased from the Tram Preservation Group at Whiteman Park for very reasonable prices or from various hobby stores in and around Perth.

The topic for the evening meeting was a Bring and Show your best model-building project for the year.

Stuart Mackay reported that he had had a renaissance this year as he has rediscovered the locos and vehicles of the MRWA. He spoke briefly about the five MRWA wagons he scratch-built during the year and the five MRWA and WAGR wagons he assembled from GA Models and Railwest kits which were all to go behind his MRWA F class diesel. Stuart, however, decided that his best modelling project in 2010 was his V class locomotive which he assembled from castings made by Gary Gray and himself during the year. The V class was numbered 1207 with decals which he purchased from Rob Clark's Westland Models.



Stuart Mackay's model of V class 1207 on his Medullup and Canning River Railway

Graham Watson showed the latest one-piece GA wagon kit assembled by Lynton Englund from patterns and castings made by Graham and Lynton. This is a terrific wagon which can be assembled and painted in a few hours and as there were over 400 on the System, one or two would be appropriate on any layout with a WAGR/MRWA theme.

Murray Rowe showed several models he has been assembling this year. There was a nicely painted and striped XA DE locomotive, a partially completed V class, a GA Models P van and a Railwest models horse box. Murray is quite a prolific model builder and his models are of a high standard.

Similarly, **Neil Blinco** has been very busy, as usual, and he showed his ADU and AYF coaches which are now full of passenger figures. These figures can be obtained through Murray Rowe for the very reasonable sum of \$35 for 600 figures. He has also been hard at work assembling his X-class Models U class loco kit which from all appearances should be of a very high modelling standard when completed. Neil is also rightly proud of his AGS shower car kit which he produced for interested members during the year. Finally Neil showed his AQZ424 coach [currently preserved by HVR] which he kit-bashed from a Railwest AR kit.

Paul Tranter showed the very nice MRWA L and WAGR R wagons which he has assembled, painted and lettered and numbered recently. Paul used Railwest kits to obtain his desired wagons but he is equally at home scratch-building locomotives of the WAGR and the 3'6" gauge Commonwealth Railways, in S scale of course.

Doug Firth showed that he has not let any grass grow under his feet since the last meeting and showed the V class tender which he has been assembling. Doug hopes to move onto the locomotive when the tender is completed.

Phil Knife has built models of four locos this year but believes his MRWA A class has given him the most satisfaction. It certainly is a very nice model of a locomotive which became a mainstay of the MRWA from 1927 until the arrival of the diesels in 1957.

Last, but by no means least, Lynton Englund showed the 4-6-0 version of Railwest Model's G class kit which he assembled during the year. This is a wonderful little model and will complement the 2-6-0 version of the kit which has been unavailable for some years.

A big thanks must go to our Branch Management Committee and in particular thanks to Trevor Burke for providing some Christmas cheer for the members at the end of the meeting.

The first meeting for 2011 was held on 10 January and was billed as a Bring and Show what you received, or better still, what you built or assembled or treated yourself to for Christmas. Some 34 members and visitors were in attendance and the evening proved to be a little shorter than usual but enjoyable and informative just the same.

The formal part of the evening opened with the ringing of the bell at 2030, Graham said that in the absence of any other proposals it looked like *Serpentine* will be the layout that the Group will show at this year's Exhibition. The Group hoped to have two modelling desks and displays of kits and bits by Railwest and United Modellers. Bill Gray advised that he will be taking over as Editor for the winter edition of the *Australian Sn Modeller Magazine*.

On to the Bring and Show, **Murray Hartzer** was the first of the members to show the 3volt set of LED soft lights which could be used to illuminate buildings on a layout for \$3.95 and a modelling board in high density plastic both from IKEA. Murray also showed his Ryobi drill set which is a very good modelling tool and by no means inferior to the popular but relatively expensive Dremel

drills.

Paul Tranter could not out-do his dubious present from last year but he bought several things for himself for Christmas. The first was Volume 6 of *A History of the South Australian Government Railways*. Apparently Volumes 2-5 are yet to be published. A second book, *Proceed to Wilmington*, gives an insight into the running of this 54 mile SA branch line in its heyday and last but not least an Ixion Models of the Coffee pot loco and coach which ran on the SAGR narrow gauge. Paul is a 'happy chappy', no doubt.

Peter Edwards has been busy scratch-building his A class DE loco body on an Athearn PA1 chassis, fairly well as per the instructions on Paul Tranter's CD. The loco is looking good in the unpainted stage.

Stuart Mackay showed the book his wife bought him for Christmas. Stuart reported that *Men of Steam* by Ronald Kowald, was not necessarily one which he would have bought for himself but he was glad Beverley did. It was on sale at Collins bookshop which was a surprise in itself. Secondly, it is an easy to read oral history collection recounting the lives of ordinary railway men on the WAGR from 1920 to 1960. Stuart remarked that it was interesting to see how surprisingly unambitious most of the men were as they worked their way up from cleaner, call boy, trainee fireman, fireman, driver and how they were happy to move themselves and their families from railway depot to railway depot.

It was more about having a job, a respectable job. Stuart, a former school teacher, compared the ambitions of many today's youth who seem more and more to want to start out as general managers before they are even able to manage generally. He recommended the book to anyone interested in the social history of the WAGR.

Stuart also showed the kit he is hoping to make for the MRWA A class locomotive. Inspired by Phil Knife's recently completed model and by his re-reading of Adrian Gunzburg's book on the locomotives of the MRWA, the kit will use the IHC 2-8-2 Mikado locomotive mechanism, with some simple modifications, and urethane castings of the buffer beam, front platform, cab and running boards. Graham Watson and Lynton have already made some castings to use to modify the IHC/Mehano tender and North Yard Models are a good source of sand and steam domes, headlights, and tender bogies. Stuart will keep members up to date at future meetings.

Rob Clark showed his lovely little 15' D van with Mayne Nickless painted on the sides. Rob made the MN signs as decals on his computer and hopefully a 15' and a 16' decal will be available for sale in the future.

One of our new members, **Will Greenfield** showed his HO Mercedes Benz inspection car. This is a working model and the mechanism is squeezed ingeniously under a diminutive body. A creative modeller could find uses for the mechanism under other S Scale vehicles.

Rob Mandacini showed the book he gave himself for Christmas on Sn3 modelling techniques. The book focuses on the North American scene but has many applications which S Scale modellers would find useful in railway vehicle construction, including the building of locomotive bodies on proprietary chassis.

Crispian Fitzhardinge, another of our new members, described the tool box and modelling tools which his wife gave him for Christmas; a very thoughtful wife indeed. Cris may be better known to members for his recently published book of modern railway images, *Train Driver to Train Controller*.

Murray Rowe showed a number of wagon kits he has been assembling over Christmas including a

GA, GH, TA, R and Z van. The GA wagons are solid and are useful to run with tarpaulin covers.

Richard Stallard showed the book of the 1993 centenary of the arrival of the railway in Pinjarra which he recently purchased. Like the book mentioned above by Stuart Mackay, it contains interesting material on the social history of the railway as it was. One example cited by Richard was the way the railway refreshment room ladies prepared cups of tea and hot pies to cater for a trainload of passengers who arrived for a refreshment stop.

Both the December and January meetings of the S Scale Group were highly informative, challenging and interesting so if you are at all interested it is good to know that we meet at 2000 on the second Monday of every month at the AMRA WA Branch clubrooms in Moojebing St, Bayswater. New members and visitors are always welcome.

The following AMRA members, Graham Watson, Stuart Mackay, Greg Aitken and Gary Gray can all be contacted for general information about the S Scale Group and the resources on offer. Bill Gray is now the Editor of the ASNM. He is always seeking articles and his email is william_gray@optusnet.com.au

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Tom Stokes	9275 4508
Great Western Railway Modellers	Roger Solly	9444 7812
Large Scale	Graham Bell	9295 4461
LNER	Steve Rayner	9379 1147
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

From the Scribe's Quill

Meeting No 341 – December 2009. The major items of business dealt with at this meeting were –

- The Treasurer advised that the takings from ModelRail 2010 had been very good with overall expenditure being about \$100 for excellent advertising. He also advised that the \$100,000 short-term deposit would be rolled over for a further three months until March 2011.
- The Branch insurance policy has been reviewed and several items need further clarification with Wesfarmers and Bayswater City Council.
- Members should note that our Branch is not licensed to sell alcohol so the practice of leaving alcohol on the premises after SIG events needs to stop. There is a possibility that other meetings will charge for alcohol left on the premises that could see our Branch in serious trouble.
- Craig Hartmann advised that plastic kits from the Gibbons estate are available free to younger Branch members to develop their modelling skills.
- The Vice President advised that the various SIG functions held in December seem

to satisfy members' demands for Christmas functions, indicating that a general Christmas function seems to be superfluous to requirement.

Meeting No 342 – January 2011. The major items of business dealt with were –

- The Treasurer advised that our short-term deposit had returned about \$1800 for three months and had been rolled over for a further three months.
- The Committee reiterated that the *WesterN Ridge* layout was our Branch's layout for display at the 2011 Exhibition and directed every effort be made to finish the layout to a suitable display state.
- The Exhibition Manager advised that arrangements for the 2011 Exhibition were proceeding nicely. The Exhibition Committee approached Kea Advertising and there will be a new TV advertisement for 2011, with one Kea staff member volunteering to negotiate with Channel 10 for various aspects of advertising for the Exhibition.
- The Treasurer advised the results of the Bayswater Council inspection on 16 January. It seemed to go very well from the verbal report after the inspection. The Council will investigate insurance requirements for the buildings we occupy, and will also investigate connection to deep sewerage.

The Management Committee normally meets on the second last Thursday of each calendar month

The English Language – 2

Idiosyncrasies of the English Language

Let's face it – English is a crazy language.

There is no egg in eggplant, nor ham in hamburger; neither apple nor pine in pineapple. English muffins weren't invented in England or French fries in France. Sweetmeats are candies while sweetbreads, which aren't sweet, are meat.

We take English for granted. But if we explore its paradoxes we find that –

Quicksand can work slowly, boxing rings are square and a guinea pig is neither from Guinea nor is it a pig.

And why is it that writers write but fingers don't fing, grocers don't groce and hammers don't ham?

If the plural of tooth is teeth, why isn't the plural of booth, beeth? One goose, 2 geese. So one moose, 2 meese? One index, 2 indices?

Doesn't it seem crazy that you can make amends but not one amend? If you have a bunch of odds and ends and get rid of all but one of them, what do you call it?

If teachers taught, why didn't preachers praught? If a vegetarian eats vegetables, what does a humanitarian eat?

Sometimes I think all the English speakers should be committed to an asylum for the verbally

insane.

In what language do people recite at a play and play at a recital? Ship by truck and send cargo by ship? Have noses that run and feet that smell?

How can a slim chance and a fat chance be the same, while a wise man and a wise guy are opposites?

You have to marvel at the unique lunacy of a language in which your house can burn up as it burns down, in which you fill in a form by filling it out and in which, an alarm goes off by going on.

English was invented by people, not computers, and it reflects the creativity of the human race, which, of course, is not a race at all. That is why, when the stars are out, they are visible, but when the lights are out, they are invisible.

PS – Why doesn't Buick rhyme with quick?

[I've got English Language – 3 for the next issue if there is room. Ed.]

Membership Matters

We extend a very warm welcome to the following new members –

David Malton	Australind	OO
Geoff Logue	Guildford	Sn3½
Cris Fitzhardinge	Midvale	Sn3½/OO
Emilie Tiivel	High Wycombe	O
Jakob Tiivel	High Wycombe	O
Lisa Tiivel	High Wycombe	O
Rob Clark	Ellenbrook	Sn3½

We look forward to seeing you at our Clubrooms. On your first visit please make yourselves known to our Duty Officer who will arrange to show you round our facilities and introduce you to some of your fellow members.

With the very hot weather we are experiencing, a word of caution will not go astray – **do not** leave models in motor vehicles as you may find they have become distorted even to the extent of becoming a blob of soft plastic – we have an example in our Clubrooms!!

John Maker
Branch Membership Coordinator

Video View: biscatrain

In this series of articles, I shall be writing about the various bits and pieces I find on the internet concerning model train videos. Through the medium of videos, we can examine the workings of a layout in more precise terms than a still photograph. With more people signing onto YouTube every day and discovering the benefits of sharing one's hobbies worldwide, it brings a renewed interest in discovering something new.

My first review is of the YouTube channel named 'biscatrain' [more specifically, the video titled 'vidéo 90 bis']. I discovered this link by one of my regular subscriptions 'favouriting' the latest video put out. Curiosity got the better of me, so I decided to have a look. As everyone may already

know, my scope of geographical areas I like to model is limited. If it's been further west than Kyle and further south than Edinburgh, it's not likely you'll have me interested. That covers quite a lot of the railway world, really. But here I am, enthralled in a channel that features French stock. When I last checked, France was not on the ScotRail timetable.

So what caught my interest? Well, the layout consisted of a large area with overhead wiring, always something I find to be a more unique feature of model railways. The stock consisted of steam locos with DCC and sound. It's hard to describe how good the sound is using only text in a newsletter but, if you do happen to check it out, I'm sure you will be equally impressed. Some electric locos also feature as well, as you would expect. The layout itself features extensive scenery and also appears to have many activities to while away the small hours with.

So, to recap, you can also take part in viewing this channel at home or at our clubrooms by looking up this address: <http://www.youtube.com/user/biscatrain>

Dave Hunter

Diamond Anniversary Celebration

The Association's Diamond Anniversary Celebration is being held in Melbourne between Friday 13 and Monday 16 May 2011. Our Branch has been invited to submit a photograph of the local rail scene.

Branch members are invited to submit to our Management Committee a photograph which the member thinks best represents the Western Australian rail scene either in the past or today. The Competition would be judged by our Management Committee.

The winning photo would then be sent to the 60th Anniversary Committee who will arrange for a copy to be included in each attendees information kit. Each attendee will have four 6" x 4" photo, each representing a State with an AMRA Branch.

The deadline for entries to be received by our Management Committee is Saturday 12 March.

The winning photograph will be sent to the Anniversary Committee by the 31st March 2011 in an electronic format.

Frans Ponjee
Branch President

Why I Model the WAGR/MRWA in S scale

by Stuart Mackay

At the November 2010 meeting of the S Scale Special Interest Group a number of members were invited to talk briefly on the topic titled *Why I Model the WAGR/MRWA in S scale*. The talks were interesting and informative for the members present. Initially the topic may have seemed to be a bit of unnecessary navel-gazing but on second thoughts such a topic is important in understanding what we, as railway modellers, do with much of our spare time and why we do it. The simple answer is that it is fun and, that in itself is as good a reason as any, especially in an age of large couches, wide-screens and computers. But there is a bit more to it than that, as you may have probably anticipated.

For most of us railways are a life-long interest and as railway modellers we tend to be interested in all railways. It is a fairly safe bet that if we were to see a train, be it in Europe, North America, Britain, New Zealand or Australia it would almost certainly turn our heads. The same also goes for

a good model of a railway.

The WAGR and the MRWA in Western Australia were extensive systems which at their peak boasted over 400 locomotives and easily 10000 vehicles, 12000 employees and 4000kms of track. They ran from Wiluna in the North to Esperance in the south. They helped open up the state and develop the WA economy. They also provided communication for people in large and small towns. Most if not all towns were railway towns and the railway provided the literal and metaphorical backbone of the communities which they served. Many of us are understandably sorry to see the demise of the railways in parts of WA but they served their day remarkably well and it is perhaps inevitable that new technologies will replace the old.

The WAGR and the MRWA like many railways were innovative for their time. The six *Governor* railcars were the first diesel–electric railcars in Australia and one of the first such vehicles in the world. The MRWA was an innovative and successful land–grant railway which opened up the Midland wheat–belt through the sale of 12000 acres of land for every mile of railway built. It was, in its time, the longest privately owned, common-carrier railway in Australia.



Author's photo of ASA 445 Steam Railcar on our Branch's Swan View layout

The railways of Western Australia are the railways which I grew up with and travelled on so it is no surprise that I have a special affinity for them. A lot of this interest arises out of a strong sense of history, a fond memory of the past and an appreciation of beautiful machinery and buildings.

Photographs, books and museums are all wonderful ways to preserve our past for future generations. Modelling the railways of WA, if done well, also provides us with the opportunity to

preserve some of the history of transport in this State in a convenient form for others to see and appreciate. The ASG and the S class steam locomotives were developed and produced in WA at the Midland workshops while many of our coaches and wagons were built either by the Government workshops at Mosman Park and Midland or by private companies such as Tomlinson's in Welshpool.

There is no quick or easy way to model the railways of WA. Most of our models are scratch-built.

This problem requires us to be innovative and cooperative. We often use a proprietary chassis for our locos and have to source parts from overseas. As a result modellers of the WA scene have produced kits and bits so that others do not have to re-invent the wheel when we need a certain item for our layout, loco or wagon.

Modelling the local railway scene is challenging but this is of course a good thing. It involves mental stimulation, problem-solving and the opportunity to work with others. As a result a small but strong fraternity of modellers has developed within AMRA WA Branch over the past twenty odd years.

We have a large collection of resources in our Branch library, in the Archives of the ARHS museum and within the modelling group itself. All railway modelling tends to be a cross between a craft and an art and a finished model sometimes takes a lot of work but it provides considerable satisfaction to many.

Wonderful opportunities are available to the railway modeller if he or she decides to model the WA scene. There are lots of locations and towns which are worthy of modelling. The Eastern main line between Midland and Northam with its distinct signalling system is one example. A location on the Midland Railway such as Muchea or Walkaway would be another. The HVR is also a possibility and the Rottneest tramway has even been suggested as an interesting railway to model. Articles by this writer on modelling the Rottneest Tramway and the Hotham Valley Railway can be sourced in earlier issues of the ASNM. The opportunities are almost unlimited.

As a railway modeller, particularly of the WA scene, I have derived considerable enjoyment and made a number of friends over the years who enjoy a common interest. No matter what our age, we live in a period of technological change but it has always been thus. Whether it to be the age of steam, diesel or electricity. Railway modelling enables us to be a part of that history and change.

Finally, for the reader who has been left wondering about the scale of 1:64 [S scale]. This is a scale which allows us to model the appropriate size of vehicles and structures [4.76mm/ft] in relation to the 16.5mm track which we use to represent the 3"6" width track of narrow gauge. Happily, such a scale does not necessarily preclude the use of proprietary items. After all, 12mm wheels are 12 mm wheels in any scale. Styrene sheet and strips, brass sheet and metal castings are the materials of choice of S scale modellers.

Some useful references are -

- *The Midland Railway Company Locomotives of Western Australia*, A. Gunzburg, Light Railway Research Society of Australia, Melbourne, Victoria.
- *Western Australian Steam, the South Western Corner*, A & D Hennell, TH Publications, Victoria.
- *Changing Before Our Eyes: Images of the Westrail System 1982-1998*, S. Barber, SJB Publications, Perth.
- *Trainee to Train Controller*, C. Fitzhardinge, Midcon Publications, WA

Railway Museum, Bassendean

The next Enthusiasts Day will be on Sunday 15 May 2011.

This year's Railfest will be on Sunday 16 October 2011.

We look forward to seeing you at these events.

Graham Watson

Queensland Flood Damage

Ian Wood and Kevin Bradney have provided me with a number of photographs, taken on 6 January 2011, of the damage the floods have done to one of the States railways, the exact location is not known but is believed to be Comet Creek.



The railway is a heavy haulage line between very large open cut coal mines and power stations and export ports.

Other reports showed the coal mine pits full of water, making them into inland lakes. The drag line shovels, with buckets that scoop about 100 tonnes with each drag are diesel electric powered – the diesel engines driving generators that provide electrical power to the drag line shovels operating equipment.

Recovery will require the pits to dry out, all the machinery made serviceable and the railway infrastructure repaired and made safe and this will take weeks and will cause a huge economic loss to the companies involved, their employees and to government revenue.

Christmas Quiz – ‘Around The World’

The answers are –

- | | | | |
|----|-----------------------|----|---------------------------|
| 1 | STATUE OF LIBERTY | 2 | PYRAMIDS |
| 3 | TAJ MAHAL | 4 | LEANING TOWER OF PISA |
| 5 | TABLE MOUNTAIN | 6 | LITTLE MERMAID |
| 7 | TERRACOTTA WARRIORS | 8 | ST. PETER'S BASILICA |
| 9 | RAFFLES HOTEL | 10 | LAKE TITICACA |
| 11 | GREAT BARRIER REEF | 12 | DUTCH BULB FIELDS |
| 13 | MATTERHORN | 14 | MOUNT VESUVIUS |
| 15 | MOUNT EVEREST | 16 | WENCESLAS SQUARE |
| 17 | MACHU PICCHU | 18 | SYDNEY HARBOUR BRIDGE |
| 19 | FLORIDA KEYS | 20 | COPACABANA BEACH |
| 21 | CHARTRES CATHEDRAL | 22 | ALCATRAZ |
| 23 | NORWEGIAN FIORDS | 24 | LAS VEGAS |
| 25 | PALACE OF VERSAILLES | 26 | EIFFEL TOWER |
| 27 | HOLLYWOOD | 28 | GALWAY BAY |
| 29 | BRANDENBURG GATE | 30 | YELLOWSTONE NATIONAL PARK |
| 31 | AYERS [ULURU] | 32 | GOLDEN GATE BRIDGE |
| 33 | SUGAR LOAF MOUNTAIN | 34 | ISLE OF CAPRI |
| 35 | GRAND CANYON | 36 | NIAGARA FALLS |
| 37 | SYDNEY OPERA HOUSE | 38 | GREAT WALL OF CHINA |
| 39 | RED SQUARE | 40 | BRIDGE OF SIGHS |
| 41 | WESTMINSTER ABBEY | 42 | PANAMA CANAL |
| 43 | MONKEY MIA | 44 | HOUSES OF PARLIAMENT |
| 45 | LONDON UNDERGROUND | 46 | THE BIG APPLE |
| 47 | THE SOMME BATTLEFIELD | 48 | BUCKINGHAM PALACE |
| 49 | RUINS OF POMPEII | 50 | GALLIPOLI |

There were three entries which tied for first place with 49 correct answers. Surprisingly, the question that they got wrong was different in each case.

As there were three equals an extra voucher will be awarded, each winner will receive a \$25 voucher. The winners were –

Peter Sapte

Terry Wright

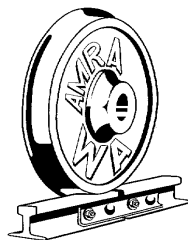
Eddie Garforth

Congratulations to the winners, your vouchers are on their way to you.

Thanks to those members who took the time to have a go.

The Hon. Rev.
Quiz Master

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 204

June 2011

Vol 34 No 3

Frans' Fatidic

The 2011 Branch Annual General Meeting

This meeting will be held on Monday 15 August 2011 commencing at 2000. The venue is our Branch Clubrooms at 24 Moojebing Street, Bayswater, WA.

A formal notice, in accordance with our Branch Constitution, calling this meeting is enclosed with this copy of *The Branchline*, together with the Meeting's Agenda and the minutes of the 2010 Annual General Meeting. Please bring these with you to the Meeting.

A nomination form for the various positions on our Branch Management Committee is also included in the Supplement.

All members are invited and encouraged to attend this meeting. Any member 18 years of age or over may be nominated, or may nominate themselves, for any position on our Branch Management Committee. A nomination form is to be completed by the nominator, nominee and seconder and be forwarded to our Branch Secretary as stated on the form.

Any member who is unable to attend the Annual General Meeting may nominate a proxy to vote on his/her behalf, such proxy to be in writing and in the hands of our Branch Secretary before commencement of the Annual General Meeting.

Any member who is interested in being part of the Management Committee please complete a Nomination Form and forward it to the Branch Secretary. If you would like to know more about what is involved please talk to anyone on the present Committee.

President's Report

Elections are due in August and I encourage members to nominate for the new Management Committee as we have a challenging year ahead with construction of the new extension to start in the near future. If you are interested in taking part in the day to day running of your Branch please

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Ron Fryer – 9401 3514
email – not available

Committee

Trevor Burke – 9398 4330
trevorburke@bigpond.com

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Niels Kroyer – 9315 9635
email njtskroyer@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

nominate or ask someone to nominate you. To keep our Branch alive we need members who can look towards the future of this great Branch.

We have received, for sale, the model railway effects from the estate from our late member Jim Bond. The effects will go on sale sometime after the AGM on a Saturday afternoon, date TBA.

The set prices will be published on our Clubroom Notice Board two weeks before the sale. Please note this sale will be for **members only**.

To support our Branch even further, shirts are still available at \$30.00 each, caps at \$10.00 and Paddington and Moojebing Markets are also well stocked with products.

Frans Ponjee
Branch President

Exhibition Manager's Report

Thank you every Exhibitor and voluntary staff for taking part in this year's Exhibition, it was another good year but not as good as last year which was exceptional.

Thanks to all the members who gave their time voluntarily, without you we could not have had an Exhibition. I still find it hard to understand that we have over 300 members but are always struggling to find volunteers. Please mark the Foundation Day weekend for 2012 in your diary now and please do your best to give some time to assist in next year's Exhibition. The dates are Friday [set-up], Saturday, Sunday and Monday [1, 2, 3 and 4 June]

Our Branch has to have a look at future Exhibitions as the Exhibition grows in size, cost and other associated elements will rise, your Management Committee will need to look at viable solutions.

There will be an Exhibition de-briefing at 1500 on Saturday 2 July, venue our Clubrooms. Among the topics which will be raised are barricading, meal vouchers, sponsorship, other club involvement. The Trophies will be available for collection during this meeting.

The Exhibition ran well and many comments were made, by both the visiting public and our exhibitors, that it was very easy to walk around the two halls without

overcrowding which was good feedback for me, so we can look at keeping this idea for future Exhibition's.

I will be looking for supporters and would like to thank Alpine Kitchens and Ross's Sales and Auctions for their support this year.

The public through the entrance was 10,063. The money raised for Ronald McDonald House was \$600,00

The Judging results and some photographs of the Exhibition are in another part of this issue.

Again, I would like to thank everyone involved and look forward to next year's Exhibition should I still be the Exhibition Manager.

Frans Ponjee
Exhibition Manager

You Didn't or Couldn't come to the Exhibition?

If you are interested in finding out what you missed we have some spare copies of the Exhibition Guide available. If you would like a copy please send me an email to <mandtt@three.com.au> quoting Exhibition Guide Request in the Subject line, requesting a copy.

Requested copies will be included with the August mail-out of *The Branchline*. If you receive *The Branchline* electronically your copy will also be delivered electronically as a pdf file.

Ted

Clubman of the Year

Nominations are invited for the award of the *Ted Thoday Encouragement Award for Clubman of the Year*.

The presentation of this Award is normally made during our Annual General Meeting each year.

BHP Layout Report

Sometime last year Tony Poole was approached by BHP for our Branch to build a layout of Port Hedland yard, Tony then approached me and we worked out some details that were needed.

BHP was then asked what they wanted and the reply was, the full yard [2km x1km] if possible to fit in the boot of a car!!!!.

After some more correspondence BHP decided that a representation of the area would be alright, decisions were then made and the idea was formed to build an eight by four layout in N gauge and plans were drawn up.

The problem then arose how to transport such a layout to the Pilbara with the dust being a big factor. Luckily we have some very good brains in the Branch and Rob Kay came up with all the answers by building a baseboard and ordering a dust proof case and had it completed in a short time, then the problem arose what the track plan should be like and a lot of time was wasted trying

out different ideas and finally after a period, something resembling the yard was drawn up.

Suddenly time became a big factor as the layout was wanted by the middle of May 2011. Luckily again some members took the bull by the horns and got stuck into building the layout.

A big thanks should go to the crew of *Haltwhistle*, Tom Stokes, Arthur Giles and Dave Edgell and others, who worked their fingers to the bone to get the track down, wired and connected to power than came the big problem how to landscape the area and again some people came up with all the answers. Bob Phelps and Wern Dunwoodie worked all sorts of hours including Thursdays to get the layout finished and did it look absolutely brilliant when it was finished.

In the meantime Tony Gray, John Rummung and Kathy Price painted the locos and buildings, supplied the iron ore wagons with loads and everything came together a week before the layout was due in Port Hedland.

The Trucking Company was contacted and the suggestion was made to cut the complete layout in three *[we convinced them that this was not practical]* because it was easier to transport!!! It arrived in Port Hedland on the Thursday before their Expo and the feed-back we have had is that it ran absolutely brilliantly and attracted a lot of attention.

I think we are very lucky to have people in our Branch who are willing to go that extra distance to give our Branch a good name. I extend my very sincere thanks to all who worked on this project.

Frans Ponjee
President

From the Editorial Desk

The Branchline – August issue deadline. Routine editorial material, articles, reports, programme items, etc., to me no later than 1500 Saturday 30 July.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on Saturday 13 August..

Please note the intended dates for *The Branchline* publication for the remainder of 2011:

	Editorial deadline	Assembly, etc.
October	Saturday 24 September	Saturday 8 October – will include AGM Minutes
December	Saturday 19 November	Saturday 3 December

Ted Thoday

Position Vacancy – Branch Treasurer

I will not be nominating for the Treasurer's position at this year's Annual General Meeting. There are two reasons for this, the first being my health and the second that I wish to do some modelling.

As a result we will need a new Treasurer. There are no prospects, certainly no pay, just the satisfaction of helping to run **your** AMRA Branch. At last year's AGM I hinted that the current year

would be my last as Treasurer.

Consequently we need a Treasurer for the 2011/2012 year. I would like someone to volunteer **now** so that they can be 'initiated' into the role and not be thrown in at the deep end at the Annual General Meeting.

The position would suit a retired person with basic computer skills in Word and Excel and who can add one and one and get three, sorry, two, and who is prepared to give to the position the time it requires.

If you are interested please contact me either at our Clubrooms or by phone 08 9401 3514.

Ron Fryer
Branch Treasurer

Literary Lines

Library - on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Around the Layouts

No Layout Reports for this issue, we were all too busy getting the Exhibition infrastructure cleaned, sorted and ready for loading. Thanks to all those who got their hands dirty helping.

Exhibitions, are they worth it?

A die-hard exhibitor's point of view.

Since AMRA WA Branch commenced their annual exhibitions 35 years ago, I have exhibited layouts at 15 of them starting back in 1979. I have also helped on kindred society stands for at least five other years. [This year it was the 10 metre long *Enchanted Forest* with a new segment in a new configuration.] So I often ask myself why?

Is it because I want to help our Branch financially? If this was the reason I would be thousands of dollars better off donating \$1,000 to our Branch each year as the direct and indirect cost of exhibiting certainly adds up to that each year [especially the years I have built a new layout to exhibit].

No, there are a lot of small reasons. These include –

- It is a chance to catch up with various non-club modellers I have met over the years who only show up as visitors at the exhibition.
- It is getting the comments from the public – rivet counter ones and plebs, on how great or where I can improve the layout.
- It is an excuse to build a new layout if the desire exists.
- It is a deadline to meet to do those enhancements or additions to an existing layout.
- It is the challenge and thrill of getting “the show right on the night”.

For the three days of the Exhibition you live separate to the outside world as the full focus is on the show and all talk is train talk. These all negate the cost of it all.

There are often those at the Exhibition who grumble about the return from AMRA WA Branch for their efforts in exhibiting their layout. If that is an issue, I do question why they choose to exhibit in the first place. The ones who need to be reimbursed are those organisers who spend more than a couple of days arranging the Exhibition. They spend months sourcing layouts, sponsors, arranging barricading and dealing with all the other ancillary issues. *[Basic planning for the 2012 Exhibition has already started. Ed.]* Unlike exhibitors, at the end of the Exhibition they don't even have a layout to take home to show for their efforts.

If it was not for them, our three day corroboree would not happen.

- Three days of being able to scour the traders for bargains,
- three days of displaying our talents without having to invite people through our house, and
- three days of giving something back to the club we are members of whilst having fun doing so.

It is that dedicated team who should be griping the loudest about the pay and conditions.

All those who exhibit should consider why they exhibited and be thankful of the opportunity they got due to the work of the Exhibition organisers. If it did not turn out as you expected, then be thankful that you at least got the opportunity to exhibit. That opportunity would not be there if not for the efforts of those who organise the Exhibition. If you are still coming back, then be thankful the unpaid, dedicated organisers are still prepared [and their partners prepared to allow them] to take the flack and continue to do the task.

My sincere thanks go to the Exhibition Manager and the dedicated Exhibition team

From a very, very appreciative exhibitor of long standing.

Kelvin Davis

Computer Scams – 1

During April and early May your Editor received a series of spam emails suggesting that his Inbox was reaching its capacity and he should click on the hyperlink embedded in the text. These received his usual treatment of forwarding them to ACMA and then double deleting the emails.

In mid-May his curiosity got the better of him! Hovering the cursor over the hyperlink, without clicking the link, showed an address in Switzerland; his security software verified that this was a genuine web site. The hyperlink took the form of www.xxxxxx.zz/technicalservicedesk. Putting xxxxxx.zz into Google, produced a drop-down list of about twelve related addresses of which two strongly suggested a link to paedophile sites.

A phone call to Crime Stoppers resulted in a request to forward the email to them for further investigation.

About ten days later a similar email arrived but without the hyperlink. To increase his Inbox capacity he was required to provide certain information and then click on REPLY – yeah!! This email was also despatched to ACMA.

If you have any concerns regarding the size/capacity of your In Box discuss the matter with your Internet Service Provider – do not, **under any circumstances**, respond to this type of email.

Computer Scams – 2

There is an email doing the rounds which informs readers that mobile phone numbers are about to be revealed publicly, this will result in unwanted telemarketing calls which will be charged for and will download chimes, ring tones, etc. which will also be charged for, etc. etc. and says that you can add your number to the 'do not call' listing by clicking a provided hyperlink. This link is genuine and goes to the ACMA web site's home page.

The ACMA [Australian Communications and Media Authority] web site has a page titled CONSUMER ALERTS – this is what it says about this scam –

Viral email with misinformation on release of mobile numbers to telemarketers and associated mobile charges.

The ACMA is aware of an email currently circulating providing misinformation about mobile numbers being made 'public' in the near future. It advises that as a consequence mobile users will be charged for calls made by telemarketing companies to their mobile service.

While the email refers to the Australian Do Not Call Register website, it appears to have originated in the US a number of years ago and has been intermittently circulating since that time. The reference to consumers being 'charged' arises from the different charging regime for mobile calls in the US, where often charges are incurred by mobile phone users for calls they receive. This charging regime does not apply in Australia.

The Australian Do Not Call Register has strong mechanisms in place to protect the privacy of registrants. The numbers on the Do Not Call Register are never provided directly to telemarketers.

Consumers can list their Australian fixed line and mobile numbers on the Do Not Call Register, provided the numbers are used primarily for private or domestic purposes, on www.donotcall.gov.au. Consumers can also register by phoning 1300 792 958.

Under the *Do Not Call Register Act 2006*, telemarketers can check their calling lists against the Do Not Call Register. If a telemarketer calls a number on the Do Not Call Register, they may be in breach of the Act, and may face penalties.

The ACMA recommends recipients of the email delete it and not forward it on to other email users. A variation of this email was previously circulated during March/April 2009.

Editor's note. You are welcome to share the information in these articles on scam/spam emails and other computer security matters with your friends.

From the Scribe's Quill

Meeting No. 345 – April 2011. The major items of business dealt with at this meeting were –

- Preparations for the 2011 Exhibition were generally complete, with only Channel 10's Friday night preview of the Exhibition yet to be resolved.
- New, lightweight screens need to be procured for the Exhibition. The Committee approved expenditure of up to \$300 for shade cloth to cover the screens.
- AMRA has taken possession of Jim Bond's collection from the SA Public Trustee with a view to selling the items under the usual arrangements for the Bereavement Scheme. Arrangements will be made to sell these items once the Public Trustee

agrees AMRA WA's valuation.

Meeting No. 346 – May 2011. The major items of business dealt with at this meeting were –

- The cataloguing of the Branch's library books has been completed. The Librarians will next tackle the videos and DVDs.
- The Committee agreed that a quote for \$70,000 plus GST from Di Ciano Builders represented the best value for money and approved Ron Fryer to continue negotiations to progress the building project.

The next few Committee meetings will be held on Thursday 23 June, 21 July and 18 Aug [after the Annual General Meeting]. Branch members are welcome to attend. Meetings usually start at 1930 and complete about 2200.

Membership Matters

With the wet winter weather just starting now is a good time to hide away in the house, where it is warm and dry, to do a bit of modelling or, perhaps, just running a train or two round your layout.

For those who went to the Exhibition I do hope you enjoyed yourself. I know I saw many smiling faces on not only the small kids but the big kids too.

Since the last issue of *The Branchline* we welcome the following who have joined or rejoined our Association.

Nigel Atkin	BALLAJURA,	
Robert MacCormack	KELMSCOTT	
Darren McLean	BUTLER	OO
Chris Williams	STRATTON	N
Chris Rowles	DARLINGTON	45mm
Alexandra Rowles	DARLINGTON	45mm

Please make yourself known to the Duty Officer at your first few meetings. I encourage you to ask questions as there are many aspects to our Branch. Time at our Clubrooms is never wasted.

John Maker
Membership Registrar

BR Class 40 comparison

by Rod Tonkin

The chronicle of the English Electric BR Class 40 diesel locomotives in the April issue of *The Branchline* characterised the locomotives as 136 ton [304,640 pounds] cumbersome lumbering beasts with an appalling power to weight ratio. I've seen similar comments on the Class 40 in a few British railway publications. English Electric was throughout this period successfully exporting locomotives and locomotive power systems against the established North American diesel locomotive builders in Australia, Argentina and New Zealand. Was English Electric's engineering that bad? A comparison with other diesel electric locomotives built from the late 1940s to the late 1960s would I hope shed some light on the matter.

To round out the comparison with the Class 40 and the American locomotives, I've included three Australian and one New Zealand locomotive designs.

The first Australian design is the South Australian Railways designed 900 class with English Electric engine and electrical system. The second Australian design is the Clyde Engineering designed EMD engine and electrical system New South Wales Railways 42 class. The third Australian design is the A. E. Goodwin built Alco DL 500B or New South Wales Railways 44 class. The Australian diesel locomotives were not equipped with train heating boilers, hence their lower overall weight. The Co-Co wheel arrangement of the New South Wales Railways 42 and 44 class locomotives allows a higher ratio of locomotive weight to starting tractive effort than the BR 40 class and the American A1A-A1A passenger locomotives.

The New Zealand design is the three foot six inch gauge English Electric designed and built Df class. The 2-Co-Co-2 wheel arrangement of the NZGR Df was an interesting approach to providing a 1,500 horse power locomotive on a light axle load narrow gauge railway.

The engines in the locomotives in the comparison were all powered with medium speed diesel engines. The English Electric engines ran at 850 rpm,; the EMD engines at 835 rpm and the Alco engines ran 1000 rpm.

The sheer size of the beast would have been confronting in Britain. The Class 40 was certainly long, only the contemporary twin engine EMD E9 was longer and not by much. The currently produced 4400 horse power General Electric ES44 is only three foot six longer than a Class 40 locomotive.

The BR Class 40 needed a steam boiler to provide train heating. Accommodating the train heating boiler, boiler fuel and boiler feed water takes up space and is heavy. The 800 gallons of train heating boiler feed water carried by a Class 40 weighs three and a half tons. Add to this the boiler feed water tank, the boiler and boiler fuel oil supply, you would not get much change out of eight to ten tons. The train heating system was a significant part of the 136 ton overall weight of an operational Class 40. The American boiler equipped diesel locomotives carried around 1,000 gallons of train heating boiler feed water weighing

BR Class 40 comparison

Builder	Wheel arrange- ment	Year delivered	Operating weight lb	Maximum axle load lb.	Starting tractive effort lb.	Traction power HP	lb. per HP TE lb./lb.	Weight/ Starting	Length over couplers	Unit weight lb/ft.
BR 40 class	1-Co-Co-1	1958	304,640.00	45,472.00	52,000.00	2,000.00	152.32	5.86	69.50	4,383.31
NZGR Df	2-Co-Co-2	1954	246,400.00	26,880.00	40,000.00	1,500.00	164.27	6.16	61.33	4,017.61
PA	A1A-A1A	1947	314,000.00	53,000.00	52,300.00	2,000.00	157.00	6.00	65.67	4,781.48
C636	Co-Co	1968	409,920.00	68,320.00	102,480.00	3,600.00	113.87	4.00	64.67	6,338.64
900	A1A-A1A	1951	282,240.00	47,040.00	47,040.00	1,600.00	176.40	6.00	63.33	4,456.66
NSWGR 42	Co-Co	1955	268,800.00	44,800.00	67,200.00	1,750.00	153.60	4.00	60.83	4,418.63
NSWGR 44	Co-Co	1957	250,880.00	41,820.80	62,720.00	1,800.00	139.38	4.00	55.83	4,493.37
F77	Bo-Bo	1953	255,130.00	61,500.00	63,785.00	1,500.00	170.09	4.00	54.67	4,666.73
E9a	A1A-A1A	1954	335,170.00	57,000.00	56,380.00	2,400.00	139.65	5.94	70.25	4,771.10
SDP40	Co-Co	1965	368,000.00	61,333.33	92,000.00	3,000.00	122.67	4.00	65.67	5,603.78

around four and a half tons. Except for the passenger versions of the EMD freight F7 and SD40 the American boiler equipped diesel locomotives opted for the A1A-A1A wheel arrangement to maintain a reasonable axle load and distribute the weight of the train heating boiler and boiler feed water tank.

The locomotive weight per engine horse power ratios show the Class 40 is well up with the pack until you compare them to the late 1960s high power locomotives such as the Alco C636 and the currently produced GE ES44. Compared to its contemporaries the BR Class 40 had a competent power to weight ratio

The locomotive weight to starting tractive effort ratio of the BR Class 40 is also comparable to the American A1A-A1A boiler equipped locomotives.

On the above basis the BR Class 40 diesel locomotives were comparable with contemporary diesel electric locomotive designs, not over weight or under powered.

Around the SIGs

LMS Modellers Special Interest Group. In the New Acquisitions segment of the Group's April meeting, **Steve Rayner** showed two N scale private owner wagons, *Stewart & Lloyds* and *Partington*, both from Dapol.

Shane Busing had several Oxford Diecast 2mm/ft road vehicles to show – an LMS Horsebox on an Albion chassis, an RT double-deck bus in Bradford livery, a Jaguar SS in cream livery and an Austin Low Loader London taxi. In the publications department, Shane had four issues of a magazine *'Nspirations* published by Graham Hodges Trading and the latest issue [No. 32] of *LMS Journal*. He also showed a wagon that had N scale Powsides private owner wagon transfers applied. [Details of the brand of wagon and the name of the private owner were unfortunately not recorded]

Peter Sapte did not have any new acquisitions to show [he'd left them all behind in Kings Langley] but he described and showed the programmes of three model railway shows that he had attended in the first three months of this year. They were the St. Albans Model Railway Show put on by the Chiltern Model Railway Association on 15 and 16 January, the Watford Finescale Show and the London Festival of Railway Modelling held at the Alexandra Palace on 26 & 27 March. These programmes were then given to the Branch's Library. He also showed the last two issues of *LNWR Journal* which he subsequently donated to the Branch's library [as he has done with all previous issues of this very informative publication].

Finally, **Alan Porter** showed the remaining three of the four LMS Stove R 6-wheel passenger parcels brake vans that he had ordered from Ian Allan Publishing and which had arrived during February. One was in the earlier BR unlined crimson and two were in lined LMS livery – one of them was supposed to have been maroon ended and the other black ended but due to a factory error both were black ended, an error easily remedied by a repaint of the offending ends. He described and showed how far he had gone in remedying two of the faults with the model – fitting the more correct 14mm wheels instead of the 12mm wheels [which made the vehicle look like a ballet dancer on points] and removal of the horizontal bars on the guard's access doors.

Alan also showed three recently released Bachmann models of ex-LNER vacuum-braked ventilated van with planked ends and with corrugated steel ends and of an ex-LNER vacuum-braked steel-sided open goods wagon, both with that railway's characteristic lift-link brake lever on one side and clasp brakes with full underframe detail. The standard of models of British four-wheel goods vehicles has come far in the past twenty or so years! He also showed a Hornby *Skale Autos* 1:76

model of a Bedford TK drop-side brewery dray in *SBG [Skaledale Breweries since 1809]* green livery and carrying a load of barrels which he had acquired from Hattons for only £4.00.

Lastly, he showed a Bachmann 7-plank end-door wagon in *Thomas Hunter Ltd.* livery which had been an exclusive for the Bachmann Collectors' Club in 2009 and which he had sighted on a dealer's website when surfing the net looking for information on ICI caustic liquor bogie tank wagons!

He had a couple of new books from Lightmoor Press – Keith Turton's *Private Owner Wagons – A Ninth Collection*, when will Keith stop and draw breath? [*Keith has told me that Nos. 10, 11 and 12 are in preparation with No. 12 due for release in 2013 – so presumably Nos. 10 and 11 will be published in 2011 and 2012 respectively.* Ed.] and *British Carriage and Wagon Builders and Repairers 1830–2006* by Chris Sambrook. Both are said to be essential for a well-stocked library on private owner wagons!!

Peter Sapte was the only one present who had brought along any evidence of their recent modelling efforts. All the others claimed what they had was too large or too unfinished to bring or that they hadn't any time to do any modelling – how pathetic!

Peter showed how far he had got in the first couple of weeks of his first 2011 sojourn in WA with the building of a pair of LMS push-pull coaches using etched brass sides from 247 Developments on a pair of donor Airfix GMR 57ft. suburban coaches with lavatory. They're intended for one of his modelling pals in Britain. It was early days with this project which will be finished off when he returns home late in May but he did show the fully assembled, painted and lined [but unglazed] coaches at the May GWR Modellers Special Interest Group meeting and they looked absolutely beautiful. It was even suggested that perhaps he should keep them for himself and give his pal a earlier push-pull pair that he had made by a similar route some time back and which were, in his opinion, not as good as this later effort! No! Honesty is the best course and his pal will get a real gift when he gets back!!

The June meeting of the Group will have been held on 1 June after the deadline for this issue of *The Branchline* and it is expected that it will follow the pattern of what happened at the April meeting. The next meeting will be held on 3 August so if you're an LMS modeller, come along and join in! We may even run some LMS trains!!

Great Western Railway Modellers Special Interest Group. The subject for the March meeting was Bring, Run and Tell about a GWR Train [or two or three, etc]. As usual on these occasions we reverse the order of the programme, so first let us review –

New Acquisitions –

Ron Richards – showed his Hornby R4451 Pullman SR Luggage Van S2464S. This was in full Pullman colours and it was used in the funeral train to carry Sir Winston Churchill's coffin. A rather nice model!

John Brenchley – showed two new books –

- *A Scratchbuilders Guide to Semaphore Signal Construction* by Peter Squibb [published by Wild Swan Publications], and
- *GWR Switch and Crossing Practice* by David Smith [publication by Great Western Study Group.

Alan Porter – gave some hot off the press info from the Pat Hammond website re. the *MODEL RAIL* Model of the Year voting results – refer March copy of *MODEL RAIL* magazine]. Alan also gave

some info re. a company in the UK called Elaine's Trains that supplies second-hand trains etc., at what appear to be very reasonable prices.

Doing Things –

Ron Richards – is assembling buildings to cover visible above board point motors. He has promised to bring one in when he has completed them.

John Brenchley – showed his finished model of the main building of Tavistock Station in N scale. Absolutely superb! Even though one cannot now see inside the various rooms, we know that they are all fully-furnished, painted and with all necessary fittings. Really exquisite. Now for the train shed.

Alan Porter – showed his continuing attempts to complete jobs started [some eons ago], upgrading recent purchases and old wagons. He also told of the difficulty encountered when matching the colour of RTR wagons with the hobby paints commonly available and the difference between what is shown on the outside of the tin or pressure pack and what actually comes out of them.

Now to Bring, Run and Tell. The four members who had brought trains to run not unnaturally chose to run them on the Club's *Haltwhistle* layout, despite the fact that it is set in Yorkshire!

The first train off the rank was run by **Barrie Peacock** – it was a container train hauled by a Bachmann Small Prairie 2–6–2T and consisted of thirteen suitable wagons [1–plank low wagons, 3–plank medium wagons and Conflat wagons] with a Hornby GWR TOAD brake van bringing up the rear. Eleven of the wagons carried the larger B type containers from the Big Four whilst the remaining two wagons each carried a pair of the smaller A type insulated containers. A very nice set-up.

Next in line was **Doug Firth** who ran two trains. First was a short passenger train hauled by a GWR 27xx Class open cab 0–6–0PT No. 2764 consisting of three 4–wheel coaches made from Ratio kits [not by Doug] and a GWR low wagon carrying a DGM kit-built model of a 1935 MG Airline sports car [which Doug had built and even modelled the dashboard – which could only be seen when the car body was removed, but once the body is firmly attached to the chassis will not be seen again by human eyes!] Doug's second train was an equally short one, this time hauled by the unique GWR 0–4–0T No. 101 and consisting of just three vehicles – a Slaters kit for a Midland Railway open wagon, a Dapol Southern Railway 2+2 planked van and a M&L [Models & Leisure] kit for a GWR brake van. He had fitted Sprat & Winkle couplings to all these vehicles, using etched brass kits from MSE [Model Signal Engineering]. Doug is a relative newcomer to the railway modelling scene but is tackling tasks that your scribe and some who, in their words, "have been around since dinosaurs roamed the earth", haven't been game to tackle!

Alan Porter then ran his train hauled by a Mainline GWR 57xx 0–6–0PT No. 5762 running bunker first. He had purchased this locomotive in his earlier years of modelling and, although it had been in storage at least fifteen years, it ran remarkably well. The train consisted of thirteen private owner wagons that he had acquired in recent years from the Big Three RTR manufacturers and all were with Great Western associations. There were four Hornby wagons, the body mouldings of which are quite good, but all were let down badly by poor attention to the chassis. The next five wagons were from Dapol and these are distinctly better with the smaller and more discreet hook and bar coupling and the correct wheelbases. The Bachmann wagons were next and they were hard to beat with the more discreet hook and bar couplings and well-moulded chassis with absolutely correct wheelbases. A fourth Bachmann wagon should really have been classed as a New Acquisition. This was a 7–plank open wagon, *Thomas Hunter Ltd. of Leamington Spa* and was the

Bachmann Collectors Club exclusive wagon for 2009 which Alan acquired from Elaine's Trains of Birmingham.

Great Western Railway Modellers Special Interest Group. The subject for the April meeting was the GWR Double-framed, Narrow gauge [4ft.8½in.] Locomotives – Part Two. This follows on from Part One which we did at the July 2010 meeting. Section A of the Facilitation Note for that meeting is repeated here, Section B summarises the locomotive Classes covered in these Notes and Section C examines each of these classes in some detail.

A – Background

Double frames had been introduced to the GWR, like so many features, via the early Stephenson locomotives and they became a particular landmark of the Company's broad gauge locomotive designs. In a number of cases, the outside frames were additionally of sandwich construction, producing in effect a triple framed locomotive. Although a common feature of broad gauge locomotive construction, double frames were largely absent from the indigenous standard gauge designs until Joseph Armstrong, who followed Gooch, assumed command at Swindon in 1864 and he adopted double frames for his *Sir Daniel* and his *Queen* Class 2-2-2s, his *Chancellor* Class 2-4-0s and his 388 Class Standard Goods 0-6-0s. Armstrong died in 1877 and William Dean who succeeded him tried to avoid new double frame construction but the need for broad gauge locomotives which could be converted, when needed, to standard gauge caused a fairly quick reversal of policy. One of the benefits was continuity of design that carried forward features from the 2-4-0s to the 4-4-0s, the 2-6-0s and the 0-6-0s. It is known that Dean was not a well man and from 1897 onwards until his retirement in 1904, he relied very much on the judgement of his valued Chief Assistant, George Jackson Churchward.

Churchward had his own ideas on where future GWR locomotive policy should be headed but while Dean was still alive he did not have complete freedom to fully implement his ideas and, in any case, he wanted to try out these ideas with one of each new type before entering on squadron production. Accordingly, Churchward continued to produce locomotives aligned to Dean's concepts, until after 1905 when his one-offs and other trials showed him the way to go. All of this plus other experimentation, took up much of the first decade of the twentieth century and thus double-framed locomotive construction continued up to 1909 by which time his grand plan for standardisation with single framed designs were in squadron production. There was no further production of double-framed locomotives by the GWR after 1909 – the special case of the double-framed *Dukedogs* built in the 1930s will be explained in these notes.

B – Summary Of Double-Framed Locomotive Classes –

Arrange- ment.	Class	Dates	No	Works	Running Nos. [pre-1912]
4-4-0	Badminton	1897-99	20	Swindon	3292-3311
	Atbara	1900-01	40	Swindon	3373-3412
	Flower	1908	20	Swindon	4101-4120
	City	1903	10	Swindon	3433-3442
	Rebuild from				
	Atbara Class	1907-09	10	Swindon	3400-3409
4-6-0	Earl/Dukedog	1930	1	Swindon	3265 [1936 number]
		1936-39	29	Swindon	3200-3228 [1936nos.]
		1895	1	Swindon	36
	Kruger	1896	1	Swindon	2601
2-6-0	Kruger	1899-1903	9	Swindon	2602-2610
	Parts from these are believed to have been reused in building some of the Aberdare Class leaving No. 2601 as the only 4-6-0 Kruger – it was withdrawn in 12/1904.				
	Aberdare	1901-03	71	Swindon	2600, 2611-2680

0-6-0	Rebuild of the				
	Kruger Class	1906-07	9	Swindon	2602-2610
	57	1855-56	12	Swindon	57-68
		1890-91	3	Wolverhampton	316-318
	79	1857-62	24	Swindon	79-90, 119-130
	77	1857	2	Beyer-Peacock	77-78
	167	1861	4	Beyer-Peacock	167-170
	131	1862-65	16	Swindon	131-136, 310-319
		1862	12	Slaughter, Gruning & Co.	137-148
	322	1864-65	30	Beyer-Peacock	322-341, 350-359
	360	1866	12	Swindon	360-369, 1001, 1015
	388	1866-76	310	Swindon	Various, between 21 & 1215
	927	1874	20	Swindon	927-946
	2361	1885-86	20	Swindon	2361-2380
	Sir Daniel	1900-02	23	Swindon	379-387, 471-480, 577-586, but omitting 382, 383, 386, 478, 479 & 579 [rebuilt of Sir Daniel 2-2-2s]

The 1912 renumbering is covered in the detailed descriptions of each Class which follows.

C - Details Of The Individual Classes

3292 [or Badminton] Class 4-4-0s - The twenty Badminton Class locomotives with 6ft.8in. driving wheels and curved frames were the first on the GWR to be built with Belpaire fireboxes, predating the Bulldog Class by a couple of years. It seems that they were originally to have received the raised top fireboxes then favoured but a last minute decision by Churchward led to the adoption of the Belpaire type. With Churchward fully in charge at Swindon after 1904, it was not long before the Class underwent more than its fair share of boiler changes, five different types being used, although not on all twenty locomotives.

Also, on the suggestion of the GWR's Chief Draughtsman, No. 3287 *Earl Cawdor* underwent a huge transformation in 1903 and appeared with a large double side window cab and a very large flush round top boiler [which incorporated almost every feature that Churchward boilers did not like - the idea being to see if high steam reservoir capacity made a difference]. It eventually reverted to the same final style as the other nineteen Badmintons. Between 1905 and 1910, all but three of the Class were fitted with the Standard No. 4 coned, domeless boiler, as had been used on the City Class, thus making these Badmintons temporarily the equivalent of the Cities. Between 1911 and 1913, all twenty locomotives received the smaller Standard No. 2 tapered domeless Belpaire boiler with superheating. At this time also they were renumbered 4100 to 4119 in the same sequence as the original numbers 3292 to 3311. All of the Class bore names, mostly of towns or districts served by the GWR. When first introduced, they were stationed mainly at London and Bristol, taking over from the 4-2-2s whose trains were becoming too heavy for the Singles. After 1912 they were used mainly on cross-country duties. The Class was withdrawn between 1927 and 1931, No. 4113 *Samson* being the last one to go.

Atbara Class 4-4-0s - The forty Atbara Class locomotives were built between 1900 and 1901 with straight frames and parallel Standard No. 2 boilers and were similar to the contemporary Bulldog Class locomotives, except for their 6ft.8½in. driving wheels. Reboiling with the Standard No. 2 boilers began in 1904 and by 1910 none of the original parallel boilers remained. Two years earlier No. 3405 *Mauritius* was reboiled with a coned domeless Standard No. 4 boiler, thereby becoming the first of the City Class. Nine other Atbaras [Nos. 3400-3404 and 3406-3409] were reboiled in the same manner between 1907 and 1909 to join the City Class. All the Atbara Class were named, some with names associated with the Boer War and many with names of cities in the British Empire of that time, including Sydney, Melbourne, Brisbane, Adelaide and Hobart, however,

Perth did not get a guernsey. The 29 locomotives were superheated between 1910 and 1913 and were renumbered 4120 to 4149 in the same sequence as their original 3373 to 3142 numbering. They were all withdrawn between 1927 and 1931, the last to go being No. 4148 *Singapore*.

Flower Class 4-4-0s – The twenty Flower Class locomotives were an improved version of the Atbaras built seven to eight years after the Atbaras and five years after the new build City Class locomotives had appeared. In 1912, the entire Class was renumbered 4149 to 4168 in the same sequence as the original 4101 to 4120 numbering. The entire Class bore the names of garden flowers, hence the Class name. Their duties were similar to the Atbaras and they were all withdrawn between 1927 and 1931, the last to go being No. 4150 *Begonia*.

City Class 4-4-0s – When the Atbara Class locomotive No. 3405 *Mauritius* was with a Standard No. 4 domeless tapered Belpaire boiler in 1902, the result gave Churchward the encouragement to build ten new locomotives in 1903 with the same boiler carried on the now familiar straight frames stepped above the driving wheel cranks. They were numbered 3433 to 3442 and carried the names of ten cities served by the GWR [Bath, Birmingham, Bristol, Chester, Exeter, Gloucester, Hereford, London, Truro and Winchester]. As mentioned previously a further nine Atbaras received the same treatment as No. 3405 *Mauritius* and they brought their names and numbers [*Durban, Gibraltar, Halifax, Hobart Lyttleton, Melbourne Malta, Killarny and Quebec*] with them, thus making a total City Class of twenty locomotives. The ten new locomotives [Nos. 3433–3442] monopolised the expresses to Cornwall via Bristol for the first year or so and quickly established a reputation for speed [particularly *City of Truro*, then numbered 3440, which achieved fame with a 102.8mph downhill run on Whiteball Bank in 1904]. They, along with the Badminton, Atbara and Flower Classes, had the misfortune to be the last of their line and Churchward's outside-cylinder Counties and 4-6-0s pressed hard on their heels and they were soon relegated to the Birmingham route, only to be displaced by the 4-4-0 Counties, then on to South Wales where yet again the Counties and the 4-6-0s eventually took over.

In 1912 the entire Class was renumbered 3700 to 3719 in the same sequence as the original numbering 3400–3409 and 3433–3442. Most of the twenty locomotives were withdrawn in 1928 and 1929, the last being No. 3712 *City of Bristol* withdrawn in May 1931 two months after No. 3717 *City of Truro* which, in view of its fame as the first steam locomotive to exceed 100mph, had been preserved as part of the National Collection.

Kitmaster produced a plastic kit of *City of Truro* in 4mm/ft scale in 1960. The tooling for this kit passed to Airfix upon the demise of Kitmaster and subsequently upon Airfix's demise, it passed to Dapol. The kit is still available from Dapol [Cat.No. C061 at £7.99]. In the past there were chassis kits, both white-metal and etched metal, to facilitate motorizing the kit and there have been several articles in the model railway press over the years on motorizing it by other means. Your scribe has agonised for a number of years on ways to motorize one of the several kits that he has of *Truro*, and all was saved when the National Railway Museum agreed to a exclusive model partnership with Bachmann Europe to produce an exclusive OO model of the preserved *City of Truro*. The model, in its pre-1912 guise and numbered 3440, was released at Toddington station on the GWR [Gloucester & Warwickshire Railway] in December 2009 in front of *City of Truro itself*. Your scribe, through the generosity of his dear wife, was soon the proud owner of one of the models. Look for an N scale version in December 2011!

Dukedog [or Earl] Class 4-4-0s – The Duke and Bulldog Class 4-4-0 locomotives did not suffer from the advent of Churchward's standard outside-cylinder locomotives as much as did their larger wheeled, inside cylinder, outside framed brethren, the Badmintons, Atbaras, Flowers and Cities, as they found their niche mainly on the lightly built routes of the former Cambrian Railways

(Continued on page 18)

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Library – on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

June

Friday	24	[5]	N Scale Special Interest Group meeting General Activities
Saturday	25	[6]	The Branchline assembly General Activities
Tuesday	28	[7]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	29	[8]	British Railways Special Interest Group meeting – BR Well wagons, Trestle Wagons and Machinery Wagons

July

Friday	1	[1]	N Scale Special Interest Group meeting General Activities
--------	---	-----	--

Saturday	2	[2]	General Activities
Monday	4		My Layout: What track plan can I have?
Tuesday	5	[3]	Daylighters Group – daytime meeting
Wednesday	6	[4]	LNER Special Interest Group meeting
Friday	8	[5]	N Scale Special Interest Group meeting General Activities
Saturday	9	[6]	General Activities
Monday	11	[7]	S Scale Special Interest Group meeting – Modelling the timberlines and fire-wood lines of WA
Tuesday	12	[8]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	13		DCC Special Interest Group meeting – venue Naval Base
Friday	15	[1]	N Scale Special Interest Group meeting General Activities
Saturday	16	[2]	General Activities
Tuesday	19	[3]	Daylighters Group – daytime meeting
Wednesday	20	[4]	Great Western Railway Modellers Special Interest Group meeting – GWR Saddle Tank Locomotives
Friday	22	[5]	N Scale Special Interest Group meeting General Activities
Saturday	23	[6]	General Activities
Tuesday	26	[7]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	27	[8]	British Railways Special Interest Group meeting – Liveries in the BR Steam Era, 1948 to 1968
Friday	29	[1]	N Scale Special Interest Group meeting General Activities S Scale running night
Saturday	30	[2]	General Activities

August

Monday	1		How I make hills and elevated ground sections for my layout'
Tuesday	2	[3]	Daylighters Group – daytime meeting
Wednesday	3	[4]	LMS Modellers Special Interest Group meeting

Friday	5	[5]	N Scale Special Interest Group meeting General Activities
Saturday	6	[6]	General Activities
Monday	8	[7]	S Scale Special Interest Group meeting – Bring and show models of the modern (Westrail) era. bulk wagons, yellow wagons, VVWs, railcars, orange locos, from 1975 on
Tuesday	9	[8]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	10	[1]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	12	[2]	N Scale Special Interest Group meeting General Activities
Saturday	13	[3]	The Branchline assembly General Activities
Monday	15		Annual General Meeting
Tuesday	16	[4]	Daylighters Group – daytime meeting
Friday	19	[5]	N Scale Special Interest Group meeting General Activities
Saturday	20	[6]	General Activities

(Continued from page 15)
in Central Wales.

In the 1930s the finance was not available to upgrade these lines to take heavier locomotives such as the 43xx Class Moguls and the solution was to mix and match the better parts of the two Classes of the surviving locomotives. In 1930 the frames of Bulldog Class No. 3365 *Charles Grey Mott* were joined with the parallel boiler from Duke Class No. 3265 *Tre, Pol and Pen* to produce the first Earl Class locomotive officially numbered 3265. After satisfactory trials No. 3265 was replicated by 29 of the surviving Bulldog Class locomotives surrendering their domeless tapered Belpaire boilers for lighter weight domed parallel boilers from withdrawn Duke Class locomotives.

The new Class was numbered 3200 to 3228 [and No.3265] when built but were renumbered 9000 to 9028 in 1946. However, No. 3265 kept its number until withdrawal in 1949. It was initially proposed to give the resultant 29 locomotives the names of various Earls of the Kingdom and twenty names were selected and applied to several of Nos. 3200 to 3219. However, at least one of the worthies felt that the locomotives resulting from the marriage of the two Classes to be unworthy of carrying his name and the nameplates that had been affixed were removed in June 1937. These twenty names were applied to the infinitely more prestigious Castle Class 4-6-0 locomotives then being built.

The Class was withdrawn over a lengthy period from 1948 through to October 1960, No. 9017 [3227] being the last to go but since preserved as *Earl of Berkeley*, the name it should have carried when built in 1938.

K's produced a white-metal kit in 4mm/ft scale [Cat. No. L26] of a Dukedog locomotive in 1975. This kit was passed on to Autocom who released it again [Cat. No. NC026] with a new chassis in

1994. This kit was priced at £66.30 in 2000.

No. 36 [The Crocodile] 4-6-0 – Needing a heavy goods locomotive for the coal traffic through the Severn Tunnel, in 1895 Dean produced a massive 4-6-0 No. 36, which was more or less an elongated Duke Class locomotive with 4ft.7in. driving wheels. It had Serve tubes in its domed parallel boiler with a raised round-topped firebox. These tubes were apparently its undoing, shortening the usefulness of the boiler and the life of the locomotive itself. It was withdrawn in 1905 and scrapped.

Kruger Class 4-6-0s – The ten Kruger locomotives were impressive looking machines built between 1899 and 1903. Their initial ugliness led to their Class name – that of the leader of the Boer rebels in South Africa, who at the turn of the century was giving the British a bit of a hiding and he was therefore Public Enemy No. 1 – thus a suitable name for an ugly locomotive. The first locomotive built was No. 2601 in 1899 as a 4-6-0, No. 2602 followed in 1901 with a pony truck instead of the leading bogie but still with massive boiler and its appendages. The Class experienced a number of boiler problems and Churchward considered fitting domeless tapered boilers but No. 2601 was withdrawn in 1904 and the remainder during 1906. It is believed that many of their parts were reused to produce an equal number of Aberdare Class locomotives.

Aberdare Class 2-6-0s – The prototype Aberdare was No. 33, built in 1900, and although of similar appearance to the cleaned up 2-6-0 Kruger Class it was smaller and neater and weighed less – was, in fact, the freight version of the Bulldog and Atbara Classes. It was subsequently renumbered 2600 and was followed by another 70 locomotives, Nos. 2611–2680, built between 1901 and 1903. Another nine locomotives were built in 1906 and 1907 taking their running numbers with many parts from the scrapped Kruger Class 2-6-0 locomotives being used in their construction. The GWR acquired 50 ROD 2-8-0s after WW1 and in due course these locomotives were scrapped but their tenders were pressed into service behind sixty of the Aberdare Class locomotives at various times. They were essentially coal traffic locomotives [hence the Class name] and they remained in this service into the 1930s when the 72xx Class 2-8-2Ts started to take over their tasks. Fifty of the Class were withdrawn before WWII and the thirty survivors became more scattered but withdrawals resumed in 1944, the last locomotive withdrawn being No. 2667 in October 1949.

K's produced a white-metal kit [Cat.No.L28] of an Aberdare Class locomotive in 4mm/ft scale in 1975. It was withdrawn in 1986 but it reappeared in the NuCast range [Cat.No.NC028] in 1994. It was priced at £70.55 in 2000. NuCast also produced the kit with the ROD tender variant.

Gooch's 0-6-0 Classes – 57, 79, 77, 167, 131 and 322 [or Beyer] Classes –

These six Classes built in the Gooch era totalled 100 locomotives, of which 52 were built at Swindon and 48 were built by outside contractors, 36 of them by Beyer–Peacock.

Class	No. built	Reference 1	Reference 4	First Withdrawal	Last Withdrawal
57	12	page 70	pages 44–47	3/1908	11/1927 [No. 316]
79	24		pages 47–48	9/1905	12/1918 [No. 122]
77	2		pages 49–50	2/1903	3/1903
167	4		pages 49–50	12/1902	11/1904
131	28	page 70	pages 50–52	9/1905	4/1925
322	30	page 71	pages 52–55	12/1912	4/1931

360 Class 0-6-0s – The first Armstrong double framed 0-6-0 locomotives with plate frames in lieu of the sandwich frames favoured by Gooch. The outside frames were slotted. They were

mainly used on goods trains between Birmingham and Chester. The Class experienced a considerable number of boiler types before the first withdrawal in 1912. Nine more were withdrawn before the last two were superheated in 1926 and 1927. These were Nos. 1015 and 363, the latter surviving until March 1933 having travelled 1,384,645 miles in its 67 years of service.

388 [or Armstrong] Class 0-6-0s – These 310 locomotives are sometimes known as the Standard Goods Class, so termed because Armstrong set about standardizing the GWR's goods locomotive fleet, having inherited a motley collection of small Classes from the Gooch era. They were derived from the 360 Class but differed in having frames of solid plate without slots. The Class had a complex history of boiler changes but other developments were few. A few were withdrawn before WW1 but, although designed for goods traffic, their 5ft. dia. driving wheels made them very useful mixed traffic locomotives and they were also used extensively on passenger trains. Large numbers of Churchward 2-6-0s becoming available in the early 1920s led to a massive withdrawal programme thereafter. The last locomotive withdrawn was No. 422 in January 1929 after a life of 62 years and having travelled 1,394,729 miles.

927 [or Coal Engine] Class 0-6-0s – This Class of twenty locomotives was simply a small-wheeled [4ft.6in.] version of the Armstrong Standard Goods [388 Class] and they had a very similar history of boiler changes. The first withdrawal was in 1905, most being withdrawn immediately after WW1 and the last [No. 934] was withdrawn in November 1928.

2361 Class 0-6-0s – Built 1885-86. Although buried in the Deans Goods 0-6-0 number series, these twenty locomotives were double framed but with under slung springs. Once again, a complex story of boiler changes, they were longer lived, however, than most of the preceding Classes, the first withdrawal was in 1928 and the last was No. 2262 in November 1946.

Sir Daniel Class 0-6-0s – Although Dean had been proposing to build more 0-6-0 goods locomotives at the turn of the 19th Century, the project was abandoned and instead 23 of the Sir Daniel Class 2-2-2s were converted to 0-6-0s! The process was brought to an abrupt halt when Churchward took over in 1902. The process of conversion was relatively simple with the large [7ft.] single driving wheel and the other wheels being removed and replaced by six 5ft.2in. dia. driving wheels in the same spacing. They had, as you would expect, an old fashioned look about them. The first withdrawal was No. 387 in 190, just three years after conversion and the last withdrawal was No. 381 in 1919, 17 years after conversion and 53 years after its building.

A full set of these notes is available on request. They include more detail of the Classes, references where information on them can be found and a plethora of photographs.

New Acquisitions –

Ron Fryer – showed a photocard of *City of Truro* given to him by Peter Sapte. He also let it be known that he had found a supplier of loco crew [Hornby type] at £1.50 per set as against £5.40 from Hornby!

John Brenchley – showed a book called *Branchlines to Launceston and Princetown* by Vic. Mitcheel and Keith Smith and published by Middleton Press.

Steve Rayner – showed an N scale kit from Mill Lane Sidings of a six-wheel van for Palethorpes sausages – Kit No. MLS 027.

Alan Porter – showed a book called *GWR Handbook* by David Wragg and published by Haynes Publishing.

Peter Sapte – showed a Snapfish booklet of photos taken by Ron Fryer when he and his wife visited Peter and Ann in the UK in 2010. The photos were of a day out made by Peter and Ron, visiting train-oriented places, including Pendon, a Model Railway Exhibition in Berkhamsted, the rebuilt Chinnor station, David Peacock of Leeds Stedman Trust fame and a 5ft gauge, 12inch to the foot, real live 2–8–0 Finnish railway engine on a farm near to where Peter lives. A wood burner, it steams up and down a 300metre length of very unstraight track. It's a good job all its wheels are self compensating!

Ron Richards – showed a signal box that he had been given. Some discussion was had as to where it related to. North Eastern was the region suggested and the name on it – Wylam on Wey would seem to support this. Ron has, however, altered it, renewed certain items and has added others in his attempts to Westernise it. It looks real good. He also showed a number of water cranes, painted and unpainted that he has assembled from Mike's Models white metal kits.

Doing Things –

John Brenchley – showed stage 2 of his Tavistock Station build – the Train Shed. His soldering of the roof supports is really and truly exquisite! We are all looking forward to his completion of the shed.

Peter Sapte – Peter showed us his commission for this trip! An LMS pull–push set [two coaches] made up of 247 Brass sides, underframes from two Airfix 1st/3rd lavatory Composite suburban coaches. As usual they are coming along nicely – we hope to see them completed before Peter returns to the UK.

S Scale Special Interest Group. The Group's April meeting was attended by 41 members and visitors. Graham Watson called the meeting to order at 2030. He welcomed everyone and particularly **Anthony Penstone** who came along with his father Alan. Anthony, with his Dad, was a member of the Group in the early 1990s before he joined the Armed forces. Graham then invited members to speak on any news or items of general interest.

Bill Gray said he thought the next issue of the ASNM magazine, his first as Editor would be published in June. He again appealed to modellers for articles for the magazine. Articles may be any length and can be on any topic on S scale modelling.

Stuart Mackay informed the meeting that he is coordinating the S scale locomotive display at this year's ARHS Museum's Enthusiasts' Day on Sunday 15 May. Stuart asked members to bring along some of their locos for the stand and if possible give some of their time to supervising the stand from 1000 through to 1700. Stuart also informed the meeting that the WAGR V class kits and the new MRWA A class kits were gradually being rolled out and this would continue over the year.

Graham Watson showed the latest Railwest model of the WAGR HC wagon which comes as a one piece casting with internally detailed drop-down side doors. **Greg Aitken** showed his latest GA Models W van kit which he has been working on.

Gary Gray showed the casting for the weigh-bridge vehicles kit he has been working on. The kit will be available as a set of two vehicles, a VS coach and the 4-wheel DX weighted test wagon.

Neil Blinco announced that a limited number of AGS shower kits were still available to members who wanted one.

Ray Cooper showed the QRB and QCF wagon, both with timber loads, which he has built for his

Yarloop layout. Ray reported that he now has trains running on his layout and some landscaping and the main WAGR station buildings and structures have been completed.

Roger Jenkins has been scratch-building two WAGR M class Garret locomotives in S scale. Roger showed one of the locos, which is almost fully assembled in brass, and it is looking great at this stage. **Peter Edwards** showed his GA Models kits of a JU bogie tanker wagon and a ZB guards van, a Double G models gangers' shed and his A class diesel which is progressing well.

Doug Firth was the main speaker for the evening on the topic *Using paper in Model-making*. Doug has spent many years in his profession, restoring books and documents. What Doug does not know about the characteristics and qualities of many types and grades of paper and card is not really worth knowing. Almost inevitably he brings his knowledge of paper to the hobby of railway modelling and has only recently given a talk to Branch members on this topic. Doug has provided a number of AMRA members with information and advice on the advantages of using paper and card at the informal level to various SIG Groups within our Branch.

Doug demonstrated the best way to mount a piece of newspaper such as a photo or cartoon using a black/dark background sheet to prevent the printing on the back from showing through the document.

Doug showed how paper can be used to represent tarpaulins, wagon roofs and the bodies of vehicles and structures. He enlightened members about the grain found in all paper and how to put a knowledge of this characteristic to good use. In laminating paper, crossing the grain will cause the paper to curve if so desired. Laminated, curved paper represents canvas roofs more realistically than plastic or metal. On the other hand if laminates of paper are to remain flat the grains of each sheet must all run the same way.

The main glue to use on paper products is PVA which dries clear and remains a strong bond over time. There are many varieties of PVA but Aquadhere is a good general PVA glue to use to bond sheets or layers of paper and card. Doug keeps his PVA in a container enclosed in a simple, closed wooden box rather than a bottle. Stored in this way the PVA does not solidify and is always readily accessible. Doug is always happy to assist and advise members in the use of paper medium in modelling railway vehicles and structures. Thanks Doug for the informative and interesting talk.

The Group's May meeting saw 35 interested members turn out for the meeting which was scheduled to cover lettering and numbering WAGR and MRWA railway vehicles. It was suggested that modellers bring a particular vehicle and show how they applied the lettering and numbering and add any hints that they could offer. Members were also asked to bring along their latest modelling project, finished or not.

Graham Watson officially opened the meeting at 2030 and welcomed all the members to the meeting, especially John Hatch, who has had to work on Monday evenings for the past few months. Graham wished **Gavan Riley** all the best as he and his family will be moving to Queensland over the coming weeks. Gavan has been modelling the WAGR and we hope he remains in contact with the S Scale Group via the internet, email and through *The Branchline*.

Bill Gray advised that he had a full complement of volunteers for the Modellers' Demonstration Desk at the Model Railway Exhibition. He also said that the next edition of the *Australian Sn Modeller* is almost ready for final proof-reading.

Gary Gray showed the assembled Vs and DX weighbridge testing vehicles he plans to release as a kit over the coming weeks. These vehicles always ran as a set and will soon be available for those who, like Gary, desire a replica of them on their layout. Gary intends to do an initial run of ten sets

so members will need to get their orders in to Double G models early.

Greg Aitken showed his fine model of the AI passenger coach, the prototype of which resides in the foyer of the East Perth Railway Terminal. Greg used MnJ Decals to letter and number the coach. General discussion ensued and it was revealed that GR Decals now supplies most of the former MnJ Decals exclusively on the web at www.grdecals.com.au

Murray Rowe showed the Microscale decals he uses for lettering and numbering. These decals come in at about \$3 per sheet. He also confirmed that GR Decals supply useful decals for the West Australian modeller. Murray has had some success making his own decal set using decal paper on his home printer.

Peter Edwards showed the electronics and micro LEDs he intends using on his WAGR A class DE locomotive. Peter also showed a range of ten wagons he has assembled from kits since joining the Group.

Rob Clark gave an interesting account of the way he uses the Corel–Draw program on his PC to design decals for the growing range of decals he supplies to the S Scale Group. Rob uses a professional printing firm to print the decals he has made. Rob has made the decals for the V class loco kit and the MRWA A class loco kit as well as the MRWA AC and L bogie wagon. Rob showed his latest decal for Tip-Top Paints which can be applied to the sides of a V van, as seen in the 1960s on the WAGR. We look forward to seeing wagons with this signage in the near future. Rob is also responsible for maintaining the WA Sn3½ website <wasnmodeller.blogspot.com>. It really is a great internet site to visit.

Stuart Mackay showed a number of his vehicles which use MnJ/GR decals. Stuart also made his own decals for his XB bauxite hoppers and his ZS guards vans. Fortunately these yellow wagons carry black decals which can be printed onto decal paper using a home printer. Stuart's ADH railcar carries the WAGR Mucky Ducks which Stuart made by taking a photo from 46ft [14.1m] using a 50mm lens on his SLR camera. The photo was then developed to provide an S scale roundel. This was prior to digital photography but the effect is quite good. **Simon Mead** confirmed that he used the same photographic method to make Mucky Ducks back in the 1980s.

Doug Firth showed his Z class shunting loco which displays Model–Master decals. The letters and numbers were cut out and applied individually, one letter and one number at a time. **Neil Blinco** showed the platform coach he assembled last year. Neil has applied a total of eighteen different decals to the coach, yes 18, which greatly added to the realism of the green and cream vehicle which in itself is a fine model of its class.

Last but not least, **Graham Watson** showed his JGH Sulphuric Acid wagon which incorporate white lettering on red paper over a red tank. The decals were made for Graham by Roger Palmer on his PC and printer. Graham also recommended the Broad Gauge Hobbies decal sheets which incorporate 6" scale letters and numbers from 11-99 twice. The sheets are available with black or white lettering.

This brought to a conclusion another successful evening of shared ideas by members on a narrow but very interesting and important aspect of railway modelling: lettering and numbering of wagons in S scale.

Late News. Stuart Mackay reports that six members brought a total of 34 S scale models of steam and diesel locomotives to display at the ARHS Enthusiasts Day on Sunday 15 May. Thanks to all contributors.

Modellers can visit the WAGR S scale blog at wasnmodeller.blogspot.com Graham Watson and Stuart Mackay may be contacted for general information about the S Scale Group and the support on offer. Bill Gray is the new Editor of the ASNM. He is always seeking articles for the magazine. Email; william_gray@optusnet.com.au

British Railway Modellers Special Interest Group. The March meeting was a Bring, Run and Tell night, but first –

New Acquisitions –

Ron Richards – showed his new Heljan OO model of a Class 17 Diesel No. 8601 in BR Green with yellow ends. A very nice model all round.

Geoff Mercer – showed his new Bachmann OO models of a Class A1 locomotive No. 60115 *Meg Merrilies* in BR Green with early emblem, and Class A2 Locomotive No. 60532 *Blue Peter* in BR Apple Green. Both these models were up to Bachmann's usual exquisite standards.

Alan Porter – his first showing was of three Bachmann OO wagons –

- Cat. No. 38-327 13ton high-sided open wagon BR bauxite [early]
- Cat. No. 38-380 12ton Ventilated van BR bauxite [early], and
- Cat. No. 38-376 12ton Ventilated van BR bauxite [early].

He then showed us some OO scale road vehicles –

- Skale Autos Triumph Mayflower sedan in Lt. Grey,
- Skale Autos Bedford TK dropside Brewer's dray c/w load, and finally a
- Corgi Trackside Dennis F12 Fire Engine with a Merryweather ladder escape.

Doing Things –

Ron Richards – showed us his made up version of the freebie card kit of a Scalesscenes derelict building included in the March Issue of *MODEL RAIL* magazine. It makes up into a rather presentable model, Ron intends to use it to cover an above ground point motor on his layout.

Alan Porter – He is now upgrading his bogie brick wagons by putting new bogies on them and has accordingly ordered ten packs from Peco/Ratio. He is also replacing the bogies and repainting his ICI bogie tank wagons. I must say the blue/green colour that he has used looks to be almost perfect – far better than the post office red of the original model.

After a quick break we adjourned to the *Haltwhistle* layout to run some trains. First was –

Nick Pusenjak – ran a SR Class N15 King Arthur *Sir Melligrance* pulling five SR coaches a Brake 2nd, Composite, All first, All second and a Brake Composite. The whole train was by Hornby.

Alan Porter's train was pulled by a Hornby Black Five 4-6-0 No. 44666 and a Bachmann Standard Class 5 No. 73158, pulling fourteen assorted wagons – Parkside Dundas ex LMS CCT LMS D1929, Mainline 50ft Parcels Brake, Parkside Dundas ex LMS CCT LMS D2026, two Lima Express Dairy tank wagons, Mainline Siphon H, Lima BR CCT, Lima ex LMS 42ft Parcels, Hornby Express Dairy tank wagon, two Hornby-Dublo re-livered Express Dairy tank wagons, Hornby-Dublo ex SR CCT, Hornby-Dublo re-livered United Dairies tank wagon and a Dapol Stove R.

Ron Richards honoured us with the first running of his new Heljan Class 17 Claytons Diesel locomotive running light engine – it ran superbly – very nicely detailed.

Geoff Mercer – showed his train pulled by the Bachmann model of the Class A1 Peppercorn *Tornado* No. 60163 in Apple Green pulling six Bachmann Mk.1 coaches labelled *The East Anglian* as follows – All First, Composite, 2nd Open, Buffet, 2nd Open, and 2nd Brake [complete with tail lamp]

British Railway Modellers Special Interest Group. The subject for the April meeting was the BR Road Vehicles.

Technical And Economic Background – On 1 January 1948 British Railways inherited about 12,000 road vehicles and trailers from the Big Four. Eight thousand horses came with the road vehicles. These vehicles and horses were carrying about 28 million tons of traffic annually, which was roughly 10% of the total railway goods traffic. Their role was to provide a collection service from factory or farm to a railway station for forwarding onwards to the nearest destination station of the eventual customer. The traffic involved could be split roughly into three classes –

Express Parcels – This traffic was both wide and varied consisting of small parcels, hampers, flowers, etc., requiring speedy door-to-door delivery, and newspapers, Royal Mail parcels and mail-order company parcels requiring next or second day delivery and for which a premium price was charged. This traffic was usually on-carried by passenger train, either in the guard's compartment or the associated luggage section of his van.

Sundries [or Smalls] – The sundries fleet handled everything possible under the sun, from shoes to hats, from safety pins to wire coils, from bicycle tyres to ladders, paints to packaged oils. There was no consistent shape or size or even the type of package and there were only minimal mechanical aids to help staff. The basic principle was the movement of less than wagon load traffic, which meant that small consignments would be picked up by a company road vehicle [horse or mechanical] at their point of origin, taken to a despatch depot/goods shed and grouped into covered vans for the rail journey being removed from these at the destination depot/goods shed and then put into road vehicles [horse or mechanical] for final delivery.

The articulated vehicles [produced by Scammel and Karrier in particular] were ideal for the sundries traffic [and also the express parcels traffic] as when coupled to a trailer, they were as manoeuvrable as a horse-drawn trailer and, like horse-drawn trailers, they could deliver a full trailer to a depot and then immediately couple up to another full trailer for a delivery run to customers.

Wagon Load Traffic – This was even more varied than the sundries traffic – among the goods carried were agricultural tractors and machinery, structural steel, bridge girders, bricks, animals on the hoof, complete farms [except the buildings], cable drums, timber, electrical equipment, beer, explosives, glass, grain, linoleum, malt, paper, tar and even caravans. The fleet involved with the pick-up and delivery of these items had to be flexible enough to handle any of the traffic types mentioned and the trucks employed were normally the heavier rigid vehicles rather than the lighter articulated fleets of the sundries division.

As Common Carriers, BR still had to carry whatever traffic might be offered to them and the management of BR experimented with a wide variety of innovations for improving the handling of some of the more obscure types of traffic.

The Big Four railways had been suffering during the 1930s and immediately after WW2 from increasing competition from the road hauliers who were benefiting from the improving highway

system and the improving quality of lorries and vans produced by Thornycroft, Leyland and others and, most importantly, complete freedom from being Common Carriers – which the railways were stuck with. The road hauliers were able to choose the traffic on offer and, of course, to take only that which would give them the best financial return on the capital involved. Despite all it did, it was a losing battle for BR and in 1952 a change of government resulted in a decision to de-nationalise BRS and the resultant private owner hauliers were able to provide a much better, efficient and cheaper service. An increasing number of lengthy strikes by BR personnel did not help BR sell its services. Also, the slowness of upgrading the BR wagon fleet with continuous braking still meant that the unfitted goods trains was too slow, especially when the road hauliers could deliver door-to-door service.

The Beeching Report was the death knell to the sundries traffic and the wagon-load traffic not only because of the high costs of transshipment between road and rail but also due to the government's refusal to allow BR to compete on equal terms with its competitors. The express parcels service also suffered from road competition. Gone were the newspapers, Royal Mail parcels, mail-order parcels etcetera that cluttered the platforms of London stations in the evening rush hour.

The Vehicles – So many road vehicles came to BR from the Big Four that they lasted quite a while until finances were available for their replacement. The Big Four tended to purchase chassis and cabs and generally used its own carriage wagon works to build the bodies and consequently there was a degree of uniqueness to each company's design. Each tended to purchase the bare chassis from a manufacturer in their area – the LMS favoured Karrier and Albion whilst the GWR and SR favoured Thornycroft. Following the purchase of imported Ford vehicles by one company, a Buy British campaign was started and this benefitted Morris Commercial, Commer, Dennis and Austin. Of course, all the companies had dabbled with Scammel's three-wheel Mechanical Horse and the Karrier Cob three-wheel equivalent, both developed in the 1930s. In 1948 Scammel introduced their three-wheel Scarab and BR purchased hundreds during the 1950s and this continued when they produced the three-wheel Townsman design. Karrier, and others, produced four-wheel tractors which were not as manoeuvrable as the three-wheelers. Jensen produced four-wheel electrically powered tractors. Much of the business for rigid vehicles went to Commer, Austin and Ford.

The Liveries – For the first few years the scene was a mixture of vehicles in their original company livery but with the words BRITISH RAILWAYS painted on and their original fleet numbers given a regional suffix. The first new livery was an all-over maroon with the words BRITISH RAILWAYS and their fleet number spelled out in full in cream. The next livery lasted almost to the end and was the popular carmine and deep cream [blood and custard].

The third livery for the vans appeared in 1961 when some were painted an all-over stone colour with the words RAIL FREIGHT in white and the peculiar arrow logo [the flying crate] in brown and white. The final livery was an all-over yellow, with the double arrow logo [the arrows of indecision] in red.

Fleet Numbering – When BR came into being in 1948, the immediate reaction was to continue to use the former company fleet number with a suffix letter denoting the Region, – W stood for Western Region, S for Southern, M for London Midland, E for Eastern and Sc for Scottish.

The numbering systems of the road vehicles inherited from the Big Four differed considerably and the facilitation notes explains just how they all worked, as well as how BR changed the entire system.

Registration Marks and Numbers – The registration letters [marks] used by the individual railway companies [and it is assumed by the regions also] fell into several quite straightforward

series. The GWR and the SR after 1923 obtained their registrations in London. All LMSR road vehicles were registered in Hertfordshire, often using a complete set of one thousand numbers such as BNK 1 to BNK 999. The LNER used London registrations for those vehicles in the former GNR area and the GER area, while for those in the NER area York supplied the registration letters. Presumably a similar pattern was used in the ER. Most Scottish Region vehicles had Glasgow registrations.

Models – The facilitation notes then give a comprehensive list of the various vehicles, by manufacturer, [errors and omissions excepted] that are available.

References and Photographs – These are listed in the Facilitation Notes for further information.

New Acquisitions –

Ron Richards – showed his new book – *Western Region Engine Sheds and Their Motive Power* by K. Pirt, D. Dalton and D. Beecroft and published by Booklaw Publications from the Steam Memories on Shed series 1950s – 1960s.

Peter Sapte – showed a K's kit of a LMS Road/Rail bus made by Karrier with a Leyland engine. Motorised it apparently runs quite well, it certainly looked the part.

Doing Things –

Ron Richards – continues to work on Westernising the signal box that he was given by making a GW chimney and two GW ventilators.

Peter Sapte – showed us the latest update on his project to make a LMS push-pull set. He has now painted the roofs black and the bodies maroon. The interiors have also been painted [3rd Class colouring] maroon seats and brown compartments. He is planning to have it finished by the next BR meeting, just before he flies back to the UK – looking forward to seeing the set

Contact persons for Special Interest Groups are:

British Railways

Digital Command Control

Great Western Railway Modellers

Large Scale

LNER

LMS Modellers

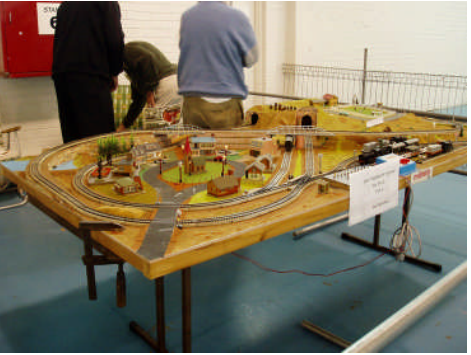
N Scale

North American Railroads

S Scale

Gordon Bramwell	0432 871 197
Tom Stokes	9275 4508
Roger Solly	9444 7812
Graham Bell	9295 4461
Steve Rayner	9379 1147
Alan Porter	9330 1848
Neill Phillips	9403 0924
Peter Scarfe	9359 2281
Stuart Mackay	9310 3858







Judging Coordinator's Comments

This year saw a huge leap in the number of exhibits at the Model Railway Exhibition. The judges took on their task with their usual diligence and energy. They needed to, as the amount and overall quality has increased.

All the judges deserve enormous thanks and praise, the results show the task they had to do.

On behalf of the Exhibition Organising Committee I would like to thank all the judges, without them a very important part of our Exhibition would not happen.

We might have to put next year's Judges on a pre-exhibition training course, as I am sure there was more than one pair of shoes worn out this year.

On behalf of the judges I am sure the winners deserved their trophies.

Happy Modelling.

John Maker

The Richard Smart Cup Memorial Cup

For Scenic Excellence – Summary of Voting

Maximum points available = 600

Place	Points	Exhibit No.	Exhibit Name	Owner
1	497	7	<i>Alton</i>	Southern Railway MRG
2	495	13	<i>Picken Shovel Mining Company</i>	Frank Godde
3	495	46	<i>WesterN-Ridge</i>	AMRA WA Branch
4	490	69	<i>Serpentine</i>	Graham Watson
5	474	40	<i>Timber Town</i>	Scott Parker
6	457	27	<i>Grogley Junction</i>	Focus Modelling Group
7	446	38a	<i>Hart's Landing</i>	US Model Railroad Club
8	440	37	<i>Enniwayr</i>	Fremantle & Districts MRA
9	432	25	<i>Neceby</i>	Dennis Ling
10	410	33	<i>Jayden Bridge</i>	Jayden Gildersleve

Bill Gardner Cup

For the Best Model of a Railway – Summary of Voting

Maximum points available = 600

Place	Points	Exhibit No.	Exhibit Name	Owner
1	400.57	7	<i>Alton</i>	Southern Railway MRG
2	395.46	11	<i>Iron Horse Yards</i>	Sierra Modellers
3	393.33	69	<i>Serpentine</i>	Graham Watson
4	389.87	38a	<i>Hart's Landing</i>	US Model Railroad Club
5	387.50	46	<i>WesterN Ridge</i>	AMRA WA Branch
6	378.23	27	<i>Grogley Junction</i>	Focus Modelling Group

7	363.80	40	Timber Town	Scott Parker
8	358.67	37	Enniwayr	Fremantle & Districts MRA
9	355.38	19	West of the Black Stump	Arid Australia Group
10	340.50	13	Picken Shovel Mining Company	Frank Godde

Class 24 Cup

For the Best Model of a Railway, Not Exceeding 24² ft

Summary of Voting

Maximum points available = 600

Place	Points	Exhibit No.	Exhibit Name	Owner
1	389.87	38a	Hart's Landing	US Model Railroad Club
2	378.23	27	Grogley Junction	Focus Modelling Group
3	363.80	40	Timber Town	Scott Parker
4	325.40	25	Neceby	Dennis Ling

The President's Cup

For the Best Model of a Railway Diorama

Summary of Voting

Maximum points available = 600

Place	Points	Exhibit No.	Exhibit Name	Owner
1	473	38b	Street Running	US Model Railroad Club
2	366	36c	Sutton Grange	Julian Watson

The Jack Stanbridge Trophy

For the Best Operating Model Railway

as seen by Fellow Layout Owners

Summary of Voting

Maximum points attainable = 75

Place	Points	Exhibit No.	Exhibit Name	Owner
1	13	11	Iron Horse Yards	Sierra Modellers
=2	11	27	Grogley Junction	Focus Modelling Group
=2	11	36	Hawkesbury River Bridge	Rod Bailey
=4	10	13	Picken Shovel Mining Company	Frank Godde
=4	10	59	The Neben Valley Railway	Phil Knife
=6	9	40	Timber Town	Scott Parker
=6	9	69	Serpentine	Graham Watson
8	8	72	Goleta Depot	Peter Cole
=9	7	7	Alton	Southern Railway MRG
=9	7	38	Hart's Landing	US Model Railroad Club

The AMRA WA Branch Trophy

for the Best Presented Exhibit

Summary of Voting

Maximum points available = 400

Place	Points	Exhibit No.	Exhibit Name	Owner
1	348	69	<i>Serpentine</i>	Graham Watson
2	346	7	<i>Alton</i>	Southern Railway MRG
3	344	22	<i>Enchanted Forest</i>	The Davis Family
4	322	38b	<i>Street Running</i>	US Model Railroad Club
=5	320	8	BRMA We Show You How	British Railway Modellers
=5	320	34	<i>Avalon</i>	Barry Bryant
7	310	13	<i>Picken Shovel Mining Company</i>	Frank Godde
8	306	37	<i>Enniwayr</i>	Fremantle & Districts MRA
9	297	30	<i>Thomas on the Move</i>	Connor Bombak & family
10	289	40	<i>Timber Town</i>	Scott Parker

Show Manager's Cup Encouragement Award

Matthew Waddams for Exhibits 48 and 49 – *Thomas and Friends*

Maylands Model Railways Encouragement Award

Andrey Rumming for Exhibit 55 – *Rumville*

The AMC Trophy

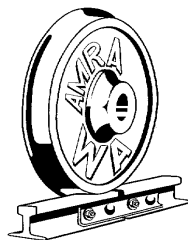
For the Exhibit Considered Best by public vote

First six places

Place	Points	Exhibit No.	Exhibit Name	Exhibit Owner
1	944	23	<i>LEGoland</i>	Perth Adult Lego Society
2	580	22	<i>Enchanted Forest</i>	The Davis Family
3	197	13	<i>Picken Shovel Mining Company</i>	Frank Godde
4	144	46	<i>WesterN-Ridge</i>	AMRA WA Branch
5	114	11	<i>Iron Horse Yards</i>	Sierra Modellers
6	111	37	<i>Enniwayr</i>	Fremantle & Districts MRA

The full results list is available from the Exhibition Manager.

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 206

October 2011 Vol 34 No 5

Frans' Fatidic

I would like to thank the membership for the vote of confidence in voting me in as President for the 2011–2012 period. A well-attended AGM saw a new Management Committee voted in with new faces, Graham Bell as Vice President taking over from John Maker who then became a Committee Member. Craig Hartmann at the first Committee meeting made himself available as Treasurer and the Committee accepted his offer to take over the position from Ron Fryer. I would like to thank Ron for his dedication as Treasurer and our Branch should be very grateful that he did such a great job. Both Ron and Steve Rayner have been asked to stay on and help with various tasks at hand.

Our thanks also go to Alan Porter, Des Edwards and Chris Paterson for volunteering again for their positions, Alan as our Branch Auditor, Des and Chris as the Librarians. A special thanks to Alan Porter who acted as Chairperson during the Election process.

I would also like to congratulate Brendan Jackson and Rosemary Pearce [Ponjee] in receiving the Ted Thoday Encouragement Award for Clubman of the Year.

We are hoping to get the new building extension underway sometime this year which will make more room available for additional layouts. We are applying for a Lotteries Commission grant so the building could take a little bit longer as we are unable to proceed until we hear from them.

The sale from the Jim Bond estate was reasonably well attended but there is a lot more stock to be sold. A list of saleable items is on the Notice Board. If you are interested contact the Duty Officer or myself. I will be taking the remaining stock to Railfest on 16 October 2011 and could use some help to sell the left over stock, otherwise ModelRail will also be used.

Our Branch has more BHP Iron Ore wagons for sale, also shirts, caps and, in the next few weeks, more books that have been donated to the library will go on sale.

Please do not use our Clubrooms as drop off point for unwanted items unless you have spoken to a member of our Management Committee first.

**Australian Model Railway
Association Western Australian**

Branch [Inc.]

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

Graham Bell – 9295 4461
email – agrohbell@bigpond.com

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Committee

Trevor Burke – 9398 4330
trevorburke@bigpond.com

Niels Kroyer – 9315 9635
email njtskroyer@westnet.com.au

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

2012 Model Railway Exhibition.

I would like expressions of interests for a small group of members to help with the Exhibition next year. There are various subjects to be discussed and we could use some additional input.

I would also like to know if anyone is interested in taking over the position of Exhibition Manager for 2013 as there is a good chance that Rosemary and I will be away. It is not hard work if you have a good Secretary or a very understanding wife who will help in the back ground.

Could you notify me as soon as possible so I can set a date for the first meeting.

Frans Ponjee
Branch President

ModelRail

Sunday, 6 November 2011

Members 0900 to 1700

Open to the public 1000 to 1600

The Committee has set Sunday 6 November 2011 as the date for ModelRail 2011 so please put this date in your diaries.

The event is a fantastic opportunity for us to showcase the model railway/railroading hobby, our various Branch layouts and activities and the excellent modelling skills of our members to the public. It is also a great opportunity to catch up with fellow members and for newer members to experience what the Branch and clubrooms have to offer.

As was the case last year, ModelRail 2011 will take the format of an open day. It is hoped that all of our Branch's layouts will be in operation and I am confident that members who have not been to our clubrooms for a while will enjoy seeing the progress that has been made on the layouts that are still under construction.

Entry will be by gold coin donation and refreshments will be available for purchase on the day.

This year some of our members will be displaying dioramas and modules that they have produced. If you too have a diorama or module that you would like to display please do not hesitate to contact me. I also welcome offers from members who have locomotives, rolling stock, structures and buildings that they have

produced/modified for inclusion in a display at ModelRail.

Regrettably there will not be a modelling competition this year. After seeking feedback from the Special Interest Groups the Committee determined that there would be insufficient entries to justify running the competition. However, the Committee is investigating options for having a competition in next year's event in a slightly different format that may generate more interest amongst members.

We will have a number of demonstration tables running during ModelRail where members will demonstrate an aspect of the hobby to the public. While I will be contacting members who have demonstrated at previous ModelRail events and inviting them to do so again this year, I invite any member who would like to demonstrate an aspect of the hobby at ModelRail 2011 to contact me. It may be the perfect opportunity for you to get a few hours to work on a project that you haven't been able to find the time for recently.

Your support will make ModelRail 2011 a great day for Branch members and the public alike. There are opportunities to assist in preparing and running the Branch layouts, staffing the door to welcome visitors, assisting with the hot dogs and drinks stand and in preparing our clubrooms before and after the event. Please see the notices that will be placed in the clubrooms that will provide further details about how you can assist.

Set aside 0900 to 1700 Sunday 6 November 2011 for a fun day at ModelRail 2011 and remember to tell your family, friends and work colleagues that ModelRail is open to the public between 1000 and 1600.

Trevor Burke
ModelRail 2011 Coordinator

The Ted Thoday Encouragement Award for Clubman of the Year

Rosemary Ponjee

Rosemary Ponjee could be said to have married into our hobby with her eyes wide open as she quickly proved the old saying that behind every successful man there is an equally successful and supportive woman.

Rosemary is extremely competent with computers and soon after her marriage she began showing her new husband, our President, the benefits of using electronic mailing methods and how they are far superior to the snail mail he was used to.

Rosemary became involved in the organisation of our Exhibition in several distinct ways but usually in the background, producing the various forms and letters, etc. required, designing the Staff and Exhibitor name badges



and doing many of the clerical tasks involved in organising this major annual event.

During the Exhibitions Rosemary involved herself with the cash handling, food provision and just about anything else that needed doing.

It is an under statement to say that Rosemary's support and advice has made our President's task in running our Branch and its Exhibition much, much easier.

Brendan Jackson



Brendan joined the Association as a Family Member just over two years ago, his parents, Ian and Helen, are also members. Brendan will be 14 years old in September.

Brendan has impressed other members with a maturity and outlook one might expect from older members. He is very polite and will always take on board any advice given to him.

He seeks out, on his computer, information about trains and railway matters of interest and shares this information with others.

Brendan is a Saturday and, during school holidays, Tuesday meeting regular when he can be found operating our *Haltwhistle* layout, running his trains in correct formations and at realistic speeds.

Brendan will often act as a mentor to other young members, explaining how *Haltwhistle* works and how to run their trains in the same way he does his own.

With young members of Brendan's calibre we can be assured that the future of our Association, its WA Branch and our hobby is in good hands.

New Management Committee

At the recent Annual General Meeting the following were elected to form the Management Committee for 2011/2012 –

President	Frans Ponjee
Vice President	Graham Bell
Secretary	Neill Phillips
Treasurer	Craig Hartmann – see note below
Committee	Trevor Burke
	Neils Kroyer
	John Maker
	Garry Pilmoor
	Tom Stokes

Note – There were no nominations for Treasurer at the AGM, Ron Fryer offered to remain as Treasurer on a short term temporary basis.

At the Management Committee meeting following the AGM Craig Hartmann offered to become Treasurer, the offer was accepted.

Librarian
Library Assistant

Chris Paterson
Des Edwards

Layout Supervisors:

N Scale *Frans River Line*
N Scale *Durham Town*
N Scale *WesternN Ridge*
HO Scale *DSF & V Railroad or Oh God*
OO Scale *Ossie Gully*
OO Scale *Haltwhistle*
S Scale *Swan View*
HO Scale *Ansbach*
O Scale *Ebford Regis/Port EB*
Large Scale
TT Scale
Goldfields
Paddington Market
Moojebing Market
House Officer [General]
House Officer [Maintenance]
Programme Coordinator
Editor *The Branchline*
Branch Registrar
Workshop and Tool Supervisor
Bereavement Assistance
Events Coordinator
Exhibition Manager
Assistant Exhibition Manager
ModelRail Coordinator
Stores Supervisor
Assets Registrar

Steve Raynor
Dave Edgell
Craig Hartmann and Alan Burroughs
Dave Edgell
Tom Stokes
Graham Watson
Bill Pidgeon
Dennis Ling
Graham Bell
Frans Ponjee
Rob Kay
Garry Pilmoor
Duty Officer and Garry Pilmoor
Graham Bell
Graham Bell
Ted Thoday
John Maker
Tom Stokes
Management Committee
Trevor Burke
Frans Ponjee
Rosemary Pearce–Ponjee
Trevor Burke
Niels Kroyer
Niels Kroyer

From the Editorial Desk

***The Branchline* – December issue deadline.** Routine editorial material, articles, reports, programme items, etc., to me no later than 1500 Saturday 19 November.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on Saturday 3 December

Please note the intended dates for *The Branchline* publication for 2012 –

Editorial deadline

February	Saturday 24 January
April	Saturday 24 March

Assembly, etc.

Saturday 5 February
Saturday 7 April – includes pre-exhibition material

June	Saturday 26 May – for routine material Sat 9 June – for exhibition reports	Saturday 23 June – will include exhibition reports and AGM material
August	Saturday 28 July	Saturday 11 August
October	Saturday 22 September	Saturday 6 October – will include AGM Minutes
December	Saturday 17 November	Saturday 1 December

Ted Thoday

Literary Lines

Library - on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Around the Layouts

WesterN Ridge returned from the Model Railway Exhibition a little the worse for wear but having achieved a very creditable equal second in the Richard Smart Cup [for scenic excellence]; fifth in the Bill Gardner Cup [best model of a railway] and was also placed fourth in the public vote. So, well done to the Scenery gang for their hard work prior to the Exhibition and also to those who erected and set the layout to work [and kept it running] for the Exhibition.

The layout is now in various pieces with much work being done to get the non-operational parts of the layout running in time for ModelRail which will be held on Sunday 6 November. As many hands as possible would be much appreciated at ModelRail and in the weeks before the event to get the layout up and running again.

As most would be aware, there has been some angst caused by members thinking that the layout needed some revision and then commencing those revisions without consulting the Committee or even other members of the N Scale SIG.

Three people have been elected to a *WesterN Ridge* Management Committee that will oversee any future revisions in consultation with our Branch's Management Committee. The Gang of Three is Terry Emerson, Steve Rayner and Neill Phillips. Any member with bright ideas for improving the layout should approach at least one of the Gang of Three and wait for a nod of approval before undoing other people's hard work.

There has been a lot of effort made to fit lighting to some of the buildings on the layout.

Additionally, a lot of wiring has been revisited to make more of the layout work properly at its next showing. There is still a lot of work to be done to the main station, to the port and to the branch line areas. Hands-on members are always welcome to progress work on various parts of the layout.

Book Release

Following on from his visit and talk to AMRA WA Branch last year, David Peacock, who is the Archivist of The Leeds Stedman Trust, has now published his book about the history of The Leeds Model Company and it will be available in the UK on the 6th October.

The book is entitled *The Leeds Model Company, 1912–2012 – The First 100 Years, An appreciative history*. The book consists of 128pp and is printed in portrait style [170 mm x 240 mm] with some

120 photographs and drawings and, as it is self published, will only be available direct from David

I am prepared to bring a reasonable number of copies with me on my next visit to WA on the 18th October. If anyone would like a copy please let me know by Email before the 15th October– my address is pfsapte@gmail.com.

The cost is £19.95 (Au\$ 30). David is quite happy to receive Australian cash as he will be visiting NSW/TAS in January. I will be taking the ordered copies to AMRA WA Branch Clubrooms on Saturday the 22nd October – if that is not convenient then I can bring them on any Saturday until the 10th December – just let me know. For those who would rather pay by cheque then please make payable to **P F Sapte**.

If you have not got access to the internet, Ted Thoday will pass on the details to me – Ted's contact details are on page two of this issue.

Peter Sapte

Facebook – a word of caution

Channel Seven's Sunrise programme on Tuesday 27 September carried a segment about the latest Facebook upgrade – to call it disturbing probably understates the situation.

The major parts of the segment's report, in summary, were –

- Facebook covertly installs a Cookie on the user's computer *[most web sites do this and many of them will not allow access if Cookies are disabled]*. Facebook's Cookie is designed to transmit back to Facebook details of the user's Internet use. The technical advice was to delete Cookies on each occasion of accessing Facebook or using the Internet – on the Browser top bar click on **Tools**, click on **Internet options**, click on **Delete**, ensure there is a tick in the boxes **Temporary Internet files**, **Cookies** and **History**, click on **Delete**. It was suggested that if the user considers it necessary to have a Facebook account they should use a separate web browser solely for Facebook.
- **All** information, photographs, everything and anything that the user puts on Facebook becomes the sole property of Facebook, for Facebook to use at any time and in any way it wants to. This point raises questions of possible industrial espionage as many organisations use Facebook. Even if the user deletes all their personal information and closes their Facebook account, the information is still available to Facebook.

See www.yahoo7.com.au/sunrise for more information, the web site contains a link to a Microsoft site giving information on how to delete Cookies from various browsers, etc. – well worth a read.

All we need now is for the hackers to find a way of doctoring Cookies with malfeasance in mind.

Late news. Media reports are indicating that legal action is being started in America over Facebook's Cookie ability to transmit details of user's Internet use.

Some Additional Information

[**Editor's Note.** David Collings, who is on our complimentary mailing list, lives in Helston,

Cornwall and is involved with the Helston Railway Preservation Society. David has provided some additional information which may be of interest and has sent us a copy of the latest HRPS *Journal* which is now in our Library].



In the latest HRPS *Journal* there is a colour photograph of the Helston Railway's Class 103 on the back cover. David noticed that this class of DMU was mentioned in *The Branchline* and he believes that theirs is the last survivor of the class.

The Diesel Group volunteers must have spent hundreds of hours restoring it but it still has one or two mechanical problems to be sorted out.

In a previous issue of *The Branchline* there was an article which gave a lot of food for thought – and still does. It was about period modelling and getting the changes in fashions, modes of road transport, architecture and other details right to fit the time frame.

David thought the author of this article made some very pertinent points.

There are always exceptions to be taken into account though. See photograph of a postman delivering mail on horseback. The postman is George Osborne and he is seen delivering mail on his rounds at Newmill, as he usually did in 1964.

David supposes it was out of the ordinary at that late date but in Paul village [just outside Penzance] where he was living at that time a local carrier was still delivering coal by horse and cart

and yet another local shopkeeper made occasional deliveries of vegetables and fruit by horse and wagon at that time.



Around the SIGs

Great Western Railway Modellers Special Interest Group's subject for the July Meeting was the GWR's Saddle Tank locomotives.

Introduction –

The saddle tank was usually of semi-circular section but this design posed problems with boilers fitted with a Belpaire firebox. In some cases the saddle tank was of square section.

The tank could be of various lengths –

- a. short tank over the boiler barrel only
- b. short tank extended over the firebox
- c. short tank extended over the smokebox
- d. full length tank covering both firebox and smokebox.

The saddle tank was favoured over side tanks in the 19th Century by successive GWR Locomotive Superintendents as it gave easier access to the inside motion over the top, it required only a single filler and it dispensed with the need for connecting and balancing pipe work. At the relatively low speeds that the six-coupled tank engines worked on shunting and freight duties, the disadvantages of a higher centre of gravity and any tendency to unsteadiness arising from the free surface effect of a large volume of water sloshing about when the tank was only partly full, could be disregarded.

The design of a saddle tank to fit over a parallel boiler and round-topped firebox was quite easy but the shape of the Belpaire firebox [which started to come into favour on the GWR in the late 1890s] and, later, the tapered boiler barrel made it more difficult. Also, the derailment of 0-6-0ST No. 1674 at speed whilst piloting a New Milford to Paddington train in 1904 led to critical comment from the Inspecting Officer of the Board of Trade about the stability of such locomotives and a general swing to pannier tanks then got under way. This involved the conversion of all but 78 of the then existing saddle tank locomotives to the pannier tank form and the cessation of building any more saddle tank locomotives.

In addition to the saddle tank locomotives actually built at Wolverhampton and at Swindon, the GWR inherited a number of saddle tank locomotives from the Absorbed Railways at the time of the Grouping, mostly from South Wales. Many of these were scrapped in the mid- 1920s but some were Westernised with flower-pot safety valve covers and pannier tanks. Some even lasted into BR days!

References for those saddle tank locomotives built by the GWR and those inherited from the lesser railways in 1923 are listed in full in the facilitation notes, as are those saddle tank locomotives inherited by the GWR in earlier absorptions.

A brief look at each of these categories –

Saddle Tank Locomotives Built by the GWR 1864–1910. Between 1864 and 1910, the GWR built 1,178 saddle tank 0-6-0 locomotives to fifteen different classes at either Wolverhampton or Swindon and it converted a further seventeen tender locomotives to 0-6-0 saddle tank locomotives. Of these, 1,092 were converted to pannier tank form from 1910 onwards, leaving 113 locomotives in the saddle tank form. One of these was converted back to saddle tank form in the 1920s. Before 1923, thirty five of the surviving saddle tank locomotives were sold to various collieries and manufacturing companies and to other railways operating in South Wales, leaving just 78 saddle tank locomotives to remain unscathed in GWR ownership throughout their entire lives. Additionally, 17 of the saddle tank locomotives that had been sold to the other railway companies operating in South Wales came back into GWR ownership at the 1923 Grouping! The facilitation notes lists all the fifteen Classes complete with the details.

Saddle Tank Locomotives Inherited from Lesser Railways in 1923

There is much detail in listing these locomotives to a similar degree as in the previous section and only the major features of each railway company's contribution to the GWR are given. Still, there were fourteen companies that contributed saddle tank locomotives in the 1923 Grouping and their names and locomotive details are listed in the facilitation notes.

Saddle Tank Locomotives Inherited Earlier Than 1922

Between 1854 and 1921 the GWR absorbed some 29 other companies, some quite minor [such as the North Pembrokehire and Fishguard Railway] and some quite large [such as the Oxford, Worcester and Wolverhampton Railway]. Although some of the larger railways had a few saddle tank locomotives, all had been withdrawn by 1900. It was only the minnows that had any

significant number of saddle tank locomotives and seventeen of these locomotives survived well into the 20th Century. Details of the five railways where the inherited locomotives came from are listed in the Facilitation Notes.

Models. The Notes contain a short list of models that are available in kit form. No RTR models are available as far as the writer can establish.

These are followed by three pages of photographs of various saddle tank locomotives. All the above information is given in much more detail in the Facilitation Notes which are available on request.

New Acquisitions –

Ron Richards – showed his new Bachmann OO Class 37/0 Diesel D6801 in BR Green. Steve Rayner – showed his latest N scale models from Oxford Diecast, they are a model of a London Transport Q1 D/D Trolleybus, No. NTR001 and a model of a London Transport Tram, No. NQ 1001.

He also showed his purchase from the N Gauge Society and they were three kits of GWR Bolster wagons as follows–

- GWR Borail C Bogie bolster wagon
- GWR Macaw C Bogie bolster wagon
- GWR Macaw B Bogie bolster wagon

Alan Porter – showed his latest acquisition – a copy the 7th Edition of Ramsey's catalogue.

Doing Things –

Steve Rayner – has been assembling the above kits of Bogie bolster wagons, and very nice models they make.

Alan Porter – continued with the saga of the Dapol OO Stove R vans. He now confirms that he can see the light at the end of the proverbial tunnel!

Barrie Peacock – bought several secondhand wagons at our recent Exhibition and is now repairing/rebuilding them. We look forward to seeing the results in the not too distant future.

Great Western Railway Modellers Special Interest Group's subject for its August meeting was the GWR Parcels Traffic Rolling Stock.

Introduction

Parcels traffic covered lightweight goods requiring prompt [often same day] delivery and an immense amount of parcels traffic was worked in passenger brake vans or in the van section of passenger coaches or in special parcels trains. This prompt delivery commanded a higher price than if the goods were sent by normal goods train.

As far as the railways were concerned, a parcel had to be lightweight [under two hundredweight or 100 kilograms] and capable of being lifted over the receiving counter by one person [a BIG ask!]. If not already cardboard boxed, it was to be wrapped in some covering material [paper, canvas, etc] and tied with string or light rope. However, parcels could come in many shapes and sizes and, although the majority of those carried by the GWR fitted most aspects of the description above, other items which were needed urgently did count as a parcel – items such as newspapers [still tied

up with string though!], fruit and vegetables in baskets, milk in churns and other perishables.

GWR Parcels Offices

Most GWR passenger stations had a Parcels Office where parcels would be received, weighed and documentation prepared for their onward despatch by rail and at which parcels arriving at the station by train would be kept until delivery by a GWR service or called for by the consignee. The Parcels Office was often combined with the Cloak Room as a part of the main building and with a separate entrance from that to the Booking Office. However, at small stations there was often no such facility and parcels were accepted and processed by the same staff who issued passenger tickets and probably also handled the goods traffic through the goods shed and sidings.

At major stations, the Parcels Office was usually in a separate building – for example, the Parcels Office at Paddington, built in 1932, was at the far end of Eastbourne Terrace which runs along the south–western side of the passenger station. It had direct access to two adjacent Parcels Platforms,

A [930ft. long] and A South [580ft. long], both of which were west of and around the curve from Platform 1. It was connected to Platforms 1 to 9 by a ramp and subway which then released the Lawn from any congestion caused by parcels carts and Royal Mail Vans. In 1913 for example, there were 1,100 parcels carts and 200 mail vans using the Lawn every 24 hours and competing with intending passengers.

Transfer of parcels between the Parcels Office and the other platforms in many other large stations was usually by way of an overhead bridge with lifts serving each or a pair of platforms. The Lancashire & Yorkshire Railway had an overhead electric monorail system which by a circular route passed over all platforms. It was operated by a lad porter riding in a cabin suspended below the monorail from where he could raise or lower a wicker basket to deliver or pick up parcels from any platform at which a vehicle carrying parcels might be berthed. At all stations, four–wheeled trolleys were used to move parcels and these could either be pulled along by porters or in multiple by an electric tug. The GWR offered an express pick–up and delivery service for small parcels particularly in major cities. In country districts this service, if available, was often provided by a local cartage contractor.

GWR Parcels Traffic Patterns

Small volumes of parcels [and mail] were usually carried in the van sections of passenger vehicles or in a full–brake van attached to regular passenger services, in both cases being under the watchful eyes of the guard! Larger volumes of parcels traffic could involve a dedicated van, either four–wheeled or bogie, attached to the front or rear of the train whichever was the most convenient from a marshalling point of view. With the growth of parcels traffic it became necessary to run regular parcels trains to supplement the passenger services which could no longer cope with the volume.

The majority of parcels carried by these trains were of two types; firstly, the residue of the Royal Mail parcels post not being carried in TPO vehicles and, secondly, the GWR's own parcels services originating from its own agents, from traders and from private individuals. In 1937 there were fourteen regular through parcels trains per day – seven up and seven down.

The formation of the trains varied as they made their way along their routes. The Facilitation Notes lists the times and routes of these fourteen trains and also shows how a train leaving Paddington and arriving at Plymouth [Millbay] changed as it progressed along its route.

GWR Peak Period Parcels Traffic

At the festive season the volume of parcels traffic increased enormously and at Paddington, the

entire parcels operation was diverted to the GWR's Alfred Road Depot which was about 1.3kms west of Paddington and on the opposite side of the main line. Special parcels trains commenced about mid-December and by 20th December had risen to six departures each day! These six trains, totalling 210 vehicles left the Depot at regular intervals. The trains were made up entirely of four-wheeled vacuum braked Mink vans.

GWR Parcels Rolling Stock

There were various types of vehicles used by the GWR for Parcels Traffic, as follows –

1. Diesel Express Parcels Cars –

Parcels carried in the brake section of coaches of an outer suburban train could cause lengthy delays at intermediate stopping stations while they were loaded or unloaded. This was a particular problem on the Reading to Paddington section where there were a large number of intermediate stations at which the trains would call to pick up or let down passengers. The GWR over came this problem by ordering a diesel powered Express Parcels Car [No.17] in 1935 from AEC and the Gloucester Railway Carriage and Wagon Co. built the streamlined body to the same design as the diesel passenger cars [Nos.1–16], except that there was no seating and no windows. No.17 proved to be a great success and in 1941 No.34 was delivered from Swindon but this time with a body similar to Nos.19–38 then being built. It was more powerful than the No.17 and, being equipped with buffers and coupling gear, could haul a four-wheel van to supplement its parcels capacity.

2. Parcels Brake Vans –

These were sometimes referred to as Passenger Brake Vans although no passenger accommodation was provided. One hundred and eighty-four Parcels Brake Vans were built by the GWR after 1923 to nine different K Diagrams [34–38, 40–42]. A further forty vehicles were built by BR[W] to GWR K Diagrams [45–46].

3. Bogie Parcels Vans –

These are all in the Siphon series which were originally designed for the transport of milk in churns, mostly without mechanical or any other means of refrigeration. As transport of milk moved away from churns to bulk in four and, later, six-wheeled stainless steel milk tankers, the Siphon series vans became used more and more for the carriage of parcels. Three hundred and seventeen Siphons were built to eight O Diagrams [7, 10–12, 22, 31, 33, 40].

4. Bogie Scenery Vans & Bogie Covered Carriage Trucks –

These large bogie vehicles were also used in parcels traffic service when not being utilised in the service for which they were primarily designed. Eighteen Monsters and/or Giants were built by the GWR to three P Diagrams [490–492, 581–582, 584–592, 594–595, 486,489]. The GWR design Scenery Vans were perpetuated in BR Days with a further eleven Monsters being built to the P Diagrams [493–498, 596–600].

5. Four-wheel Siphons –

There were also some four-wheeled Siphons which were suited to Parcels Traffic service, although after their milk churn service, they seemed to have gravitated into the sausage traffic from the Harris factory. Sixty Siphon C vehicles were built to two O Diagrams [1515–1518, 1525–1542 and 1482–1501, 1503–1514, 1519–1524].

6. Other Four-wheel Vans –

As parcels trains ran at speeds close to those of non-suburban passenger trains, all the vehicles had to be of the XP category, i.e. fitted with continuous vacuum brake and having a wheelbase of at least 10ft. Certain GWR vans met these requirements and were destined for use on parcels trains from time to time as the work for which they were designed disappeared or in peak parcels periods.

There were three main types –

- a. **Merchandise Vans [Minks]** – There were 749 assorted Minks built by the GWR to five V Diagrams.
- b. **Passenger Fruit Vans** – 200 Fruits were built to three Y Diagrams. These were transferred to the Parcels Van classification when fruit was out of season.
- c. **Passenger Fish Vans [Bloaters]** – 100 Bloaters were built to two S Diagrams. All were transferred to the Parcels classification in 1941–42, although seventeen of them were reclassified for fish traffic in 1945.

At the end of each section [1 – 6a, b, c] are listed those models of the appropriate vehicles that are available in RTR or kit form.

New Acquisitions –

Alan Porter – first showed some Oxford Diecast OO models –

- a London Routemaster Bus and Taxi Gift Pack. Taxi OK but the bus was a little bit crummy – no number plate for a start!
- An Austin 18 Ambulance – a very nice model indeed.

The next two items that he showed were both Hornby OO models –

- R6537A BR Horse box W532W – really nice.
- R2936 LMS 4–6–0 Patriot Class locomotive No. 5532 *Illustrious*

Finally he showed us the latest Pocketbond Catalogue that Hattons had enclosed with his goods. It cost him 30cents! It is multi-paged, and is packed with diecast models, kits of all scales and all types of models. A bargain at twice the price!

Tony Gray – [a new member] Welcome Tony to our Branch and especially to the GWR SIG. Tony showed us a OO model of Bristol VR111 D/D bus, belonging to Western National, that was painted in GWR colours of chocolate and cream to celebrate the 175th Anniversary of the GWR. He also showed us a Hornby Pullman SR Luggage Van which he had purchased thinking it to be a GWR Van.

Doug Firth – told us about buying a 5-sided tapered broche from Sievers in Barrack Street. He phoned them, was informed that they had them, he ordered and in less than 24 hours it was delivered to him in the outback of Jarrahdale! Now that is service.

Ron Fryer – showed an acquisition of a very old book that was in a poor state – pages were breaking away from the spine and sometime in its life a very young tyke had acquired a pencil and had proceeded to scribble on most of its 80 pages. The book title is *Stone's Patent Electric Light System for Railway Carriages – 3rd Edition*. Check out **Doing Things** for Part 2 of this saga.

Doing Things –

Alan Porter – he promises that this is the final part of the Dapol Stove R van saga. He has now completed [to his satisfaction] one of these vehicles. He has now only three to go! Thank God he can see that light at the end of the tunnel!!!

Ron Fryer – Part 2 – The first job that he did to repair the book was to glue the pages together and to the spine. This he did and left it for a couple of days to set and then using three different types of erasers proceeded slowly to get rid of the pencil scribbling, taking great care near to the edge of the pages as the paper was old and weak. He ignored inside covers for the time being and just concentrated on the pages. He managed to do 40 pages at one go and decided that that was enough for one night. On the inside cover of the book was stamped the name H.J. GAZARD, WORMWOOD SCRUBBS. Was he something to do with the Prison? He vowed to find out!

British Railways Modellers Special Interest Group's August meeting subject was the Pioneer BR Main Line Diesel and Gas Turbine locomotives.

1. General Overview

Right from the very start of railways there was always a need to economise in some way. This took place in many areas –

- improved materials such as the use of the more expensive steel rather than cast iron for locomotive tyres and rails but giving less wear on the tyres, reduced rolling resistance and thus less strain on components reducing wear and lower maintenance costs,
- change of materials, such as the Midland Railway's change of locomotive livery from green to crimson lake in 1882 because the latter colour did not fade as much and locomotives did not then need repainting so often,
- different technology, superheating the steam produced in a locomotive boiler in order to use less coal and water, which outweighed the extra cost of construction and maintenance.

The whole steam locomotive scenario was very labour intensive in construction, operation, servicing and maintenance and savings could also result from reduced manpower requirements. The cost of labour in the 19th and early 20th centuries was not as significant as it was later to become, particularly after WW2 when the available labour force was being attracted to cleaner and easier vocations than attending to the needs of the steam locomotive! Consequently, just before and just after WW2 the railways started looking at other methods of providing rail traction. There were two options – electric locomotives [collecting current from overhead wires or from a third rail] or internal combustion–engined locomotives. The initial capital outlay and the maintenance costs of electrification generally made it unsuitable at the time and several railways world–wide turned to the internal combustion engine.

2. Compression Ignition [Diesel] Engined Locomotives

The development of the compression ignition engine by Dr. Rudolf Diesel in Germany in the 1890s and its development/cloning by William Priestman and Herbert Ackroyd–Stuart in Britain led to the development of the modern high–compression engine. The development of airless fuel injection enabled the advent of the lightweight, fast–running diesel engine which opened up the possibilities for main–line diesel traction. Much progress was made in the late 1920s and early 1930s in

(Continued on page 18)

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members are invited to make a gold coin donation at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

October

Saturday	8	[1]	<i>The Branchline</i> assembly General Activities
Monday	10	[2]	S Scale Special Interest Group meeting – a second MRWA night, with slides/video of MRWA
Tuesday	11	[3]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	12	[4]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	14	[5]	N Scale Special Interest Group meeting General Activities
Saturday	15	[6]	General Activities
Tuesday	18	[7]	Daylighters Group – daytime meeting
Wednesday	19	[8]	Great Western Railway Modellers Special Interest Group meeting – GWR Footbridges

Friday	21	[1]	N Scale Special Interest Group meeting General Activities
Saturday	22	[2]	General Activities
Tuesday	25	[3]	Daylighters Group – daytime meeting
Wednesday	26	[4]	British Railways Special Interest Group meeting – BR Nuclear Flask Wagons
Friday	28	[5]	N Scale Special Interest Group meeting General Activities S Scale running night
Saturday	29	[6]	General Activities

November

Tuesday	1	[7]	Daylighters Group – daytime meeting
Wednesday	2	[8]	LNER Special Interest Group meeting
Friday	4	[1]	N Scale Special Interest Group meeting General Activities
Saturday	5	[2]	General Activities
Sunday	6		ModelRail
Monday	7		Programming Your Loco DCC Decoder
Tuesday	8	[3]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	9		DCC Special Interest Group meeting – venue Naval Base
Friday	11	[4]	N Scale Special Interest Group meeting General Activities
Saturday	12	[5]	General Activities
Monday	14	[6]	S Scale Special Interest Group meeting – Kit-built wagon roundup. Bring and show one of your latest kit-built models over the past 12 months
Tuesday	15	[7]	Daylighters Group – daytime meeting
Friday	18	[8]	N Scale Special Interest Group meeting General Activities
Saturday	19	[1]	General Activities
Tuesday	22	[2]	Daylighters Group – daytime meeting
Wednesday	23	[3]	Great Western Railway Modellers Special Interest Group meeting – Dean's and Collett's 0–6–0 Locomotives
Friday	25	[4]	N Scale Special Interest Group meeting General Activities S Scale running night
Saturday	26	[5]	General Activities

Tuesday	29	[6]	Daylighters Group – daytime meeting
Wednesday	30	[7]	British Railways Special Interest Group meeting – Liveries in BR Diesel Days, 1948–55, 1955–65 and 1965–95
December			
Friday	2	[8]	N Scale Special Interest Group meeting General Activities
Saturday	3	[1]	General Activities
Monday	5		Bring and Show Unusual Model Railway Items
Tuesday	6	[2]	Daylighters Group – daytime meeting
Wednesday	7	[3]	LMS/LNER Special Interest Group meeting – Christmas Meeting
Friday	9	[4]	N Scale Special Interest Group meeting General Activities
Saturday	10	[5]	General Activities
Monday	12	[6]	S Scale Special Interest Group meeting – Advertising vans. bring in your advertising van and/or view some slides of these unique wagons.
Tuesday	13	[7]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	14	[8]	Great Western Railway Modellers Special Interest Group meeting – End of Year Quiz/Entertainment DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	16	[1]	N Scale Special Interest Group meeting General Activities
Saturday	17	[2]	General Activities

(Continued from page 15)

Denmark, Germany and Britain.

In Britain, the firms British Thomson Houston and Armstrong Whitworth were supplying diesel locomotives to countries around the World with coal supply problems. Armstrong Whitworth even built a 800hp main-line diesel–electric unit that was tried on the LNER in 1934.

In America the advance of diesel power was initially slow but by the end of WW2, 75% of all new locomotive orders throughout the USA were for diesels. Sir Harold Hartley, Vice President of the LMS, visited the USA in 1936 and again in 1938 to ascertain how far the diesel locomotives were giving satisfaction and how their operating costs compared with those of steam traction.

Back in Britain he stated that there was little doubt that under the operating conditions that existed in the USA, the diesel locomotive had come to stay, however conditions in Britain were so different that it may well be difficult to find conditions under which diesel locomotives could be more

advantageous over the modern steam locomotive. At that time, the estimated cost of a main-line diesel-electric locomotive was four to five times that of an equivalent steam locomotive and for that to be justified, considerable increases in availability and daily mileage had to be achieved. In Sir Harold's opinion, that wasn't possible on the LMS in 1938.

However, opinions in the top engineering levels of the LMS differed, and it took until 1946 before Ivatt, now CME of the LMS, was able to seek support for two 1600hp main-line diesel-electric locomotives, hopefully to be made in Britain, and would be a showcase for the firms producing the engines and transmissions which would lead to overseas orders.

On the Southern Railway a team was sent to the USA in 1946 to review and report on, amongst other things, the use of diesel traction on the Southern Railway as an alternative to further electrification. From the team's well-reasoned report, a strong pro-diesel camp developed but it came up against the anti-diesel camp of the lone Mr. Bulleid and the Southern Railway had to wait until his departure in 1948.

The LNER and the GWR did not seem to show any enthusiasm for main-line diesel traction.

3. Pioneer Br Diesel Electric Locomotives – Nos.10000 and 10001

Apparently, these were also known as British Rail Class 16/1. About a year before the Railway Nationalisation Act, the LMS announced that they were keen to investigate the advantages of diesel traction for main-line use and that they were going to construct two prototype locomotives.

Construction of the two prototypes was carried out at Derby Works with English Electric providing the diesel engines that developed 1600hp. The first locomotive No.10000 emerged in November 1947. The livery was black with silver waist-high band, roof and bogies, together with the letters L M S at mid height on the body side. After various tests were carried out and adjustments made, it was eventually, in February 1948, released to general service on the Midland route. The second locomotive, No.10001, was not completed until July 1948, emerging without the LMS legend on its sides. After the obligatory testing period it replaced 10000 on the Midland run whilst that locomotive returned to Derby Works for inspection. By September 1948 both locomotives were available for operations.

Between 1949 and 1953, the locomotives were either used singly or in tandem on a variety of St. Pancras and Euston main line services. In March 1953 both locomotives were reallocated to the Southern Region where they continued operation until Spring 1955 when they returned to London Midland Region. During 1956 both locomotives were given classified overhauls at Derby and emerged painted in standard locomotive green livery. From then until their final withdrawals in the 1960s, both operated on the London Midland Region at the head of freight and passenger duties. It must not pass without comment that the English Electric EE 16SVT diesel engines used in these locomotives were developed and refined and has since seen use in many designs of BR diesel electric locomotives including Class 40s and 50s.

Nos. 10201, 10202 and 10203 – [Also known as British Rail Class 16/2]. In 1949 the Southern Region made its first move towards main-line diesel traction when then frames for a 1Co-Co1 locomotive [10201] were laid down, and before it was completed the frames for a second [10202] were assembled. The third locomotive [10203] was not constructed until 1953-54. All three locomotives used the same design body shell but differed in the power units installed. Nos. 10201 and 10202 used the same English Electric EE16SVT diesel engine as used on 10000 and 10001 [although it seems to have been tweaked a bit to give another 150hp!] but 10203 used the EE16SVT Mk.2 which gave 2000hp. No. 10201 was completed in November 1950 and No. 10202 was completed in July 1951 and they commenced regular passenger duties in October 1951.

During February 1953, Brighton Works commenced the construction of the third locomotive [10203] which was completed in March 1954. A number of technical differences were incorporated, the most significant being the higher powered EE16SVT Mk.2 engine which developed 2000hp. After commissioning trials she joined her sisters in regular operation. By the end of the 1950s the locomotives saw less and less work and in November 1962, Nos. 10201 and 10203 were taken out of service and stored at Derby Works, being joined by No.10202 in early 1963. At the end of 1963 they were all withdrawn and offered for scrap.

When constructed, all three locomotives were painted in black livery with silver lining but when they moved to the London Midland Region in 1955, Derby Works out-shopped them in locomotive green livery.

4. Gas Turbines

The gas [or combustion] turbine consists of three separate but connected parts – an upstream rotating air compressor coupled to a downstream turbine with a combustion chamber in-between. The atomised liquid fuel is mixed with the compressed air and ignited in the combustion chamber. The gaseous products of combustion at high velocity and volume are then directed through a nozzle over the blades of the turbine, thus spinning the turbine shaft which powers the compressor. Up to half the power generated by the turbine is used to drive the compressor. Gas turbines are considerably less complex mechanically than internal combustion piston engines as simple turbines have just one moving part. However, the required precision manufacturing of components and temperature resistant alloys necessary for high efficiency often make the construction of a simple gas turbine more complex than that of a piston engine.

Advantages of gas turbines –

- very high power-to-weight ratio compared to reciprocating engines
- smaller than most reciprocating engines of the same power rating
- move only in one direction, with far less vibration than a reciprocating engine
- fewer moving parts than a reciprocating engine
- lower operating pressures
- high operation speeds

Disadvantages of the gas turbine engines –

- cost is very high
- less efficient than reciprocating engines at idling speed
- longer start-up time than reciprocating engines
- less responsive to changes in demand compared to reciprocating engines.

5. Pioneer BR Gas Turbine Driven Locomotives No.18000 – [apparently also known as British Rail GT1].

Britain's first main-line gas turbine locomotive was ordered by the GWR in June 1940 from the Swiss company of Brown Boveri. Although ordered eight years before Nationalisation, No.18000 was not delivered until 1949. On shipment to England No.18000, painted in main-line black and silver livery, was put through its paces at Swindon Works and in early 1950 it took to the main line for running and performance tests over the 1:42 Hemerdon Bank where the best it could manage was 297tons from a standing start without assistance. It was kept in service operating the Paddington-Bristol/West of England route until April 1951 when a fire in the heat exchanger

caused it to be out of service until late August. Between 1952 and 1960, No.18000 operated on the Western Region main line with good availability.

In December 1960 the decision was made to withdraw the locomotive from any further testing and until January 1964 it lay at Swindon awaiting its fate. It was eventually sold back to the builders leaving England on 8th January 1964 and was still intact during 1987.

No. 18100 – [apparently also known as British Rail GT2]. A second gas turbine powered locomotive was ordered by the GWR in the mid 1940s, the contract being placed with the Metropolitan-Vickers Co. of Manchester. The locomotive was delivered to Swindon in December 1951. At nearly 130tons No.18100 was 15tons heavier than No.18000 but it could still be carried on six-wheel bogies. However, its turbine generated 3000hp [500hp more!] and this allowed all six axles to be powered, thus making it a Co-Co, and providing the extra rail power which the Western Region required.

After delivery to the Western Region, No.18100 underwent a series of performance tests over a number of routes with differing train formations. Unlike her Swiss sister, No.18100 was able to haul 300+ton trains over Hemerdon Bank and start an eighteen-coach train on the incline without any difficulty. By 1952, No.18100 was taken in general traffic and commenced operating many Paddington-Bristol/West of England services. Between 1952 and 1958 the locomotive operated successfully with few major problems and clocked up some 450,000miles prior to being withdrawn from service and stored at Swindon Works.

No.18100 was then sent to Metropolitan-Vickers at their Bowsfield Works where it was converted into the prototype 25kV AC electric locomotive E1000, later to be renumbered E2001. It was used next at the Rugby Testing Station from 1962 and then it was eventually sold for scrap, being dismantled in January 1973. When built the locomotive was painted in black livery with silver lining and bogies and it remained in this livery for the whole of its life.

GT3 – During English Electric's quest to advance rail traction, the company designed and built a gas-turbine powered locomotive, GT3, between 1959 and 1961. The physical appearance of the design closely resembled a 4-6-0 steam locomotive, the tender of which carried diesel fuel in place of coal!

GT3 was significant in having a mechanical transmission. Its prime mover was an EM27L gas turbine delivering 2,750hp and its combined operational weight was 123.5tons. GT3 emerged from the Vulcan Foundry in May 1961 painted in red oxide livery with a cast GT3 numberplate on the cab side. After the locomotive was accepted by BR for operation it was sent to Rugby Testing Station where stringent proving and comparison tests were carried out.

In early 1962, GT3 was used for testing over the arduous Shap incline with trains of up to 16 coaches. These tests proved very successful and on one run a speed of 43mph was recorded at the summit. However, by this time the BTC had decided to invest in diesel and electric traction and thus the gas turbine principle had no place in the modernisation of the railways. By late 1963, GT3 had been returned to English Electric, stripped of components and the chassis sold for scrap. On a number of official English Electric papers of the time, GT3 was referred to a BR No.19000.

The One That Was Not Built – In December 1952 the Ministry of Fuel and Power placed an order for a coal-fired gas turbine locomotive to be used on British Railways. It would burn pulverised coal, would have two turbines and the transmission was to be mechanical via a two-speed gearbox. The locomotive specification was Horsepower 1,800, later reduced to 1,500, weight: 117tons, later increased to 150tons [!]. Wheel arrangement C-C, later changed to 1A1A-A1A1 [!].

Needless to say, the locomotive was never built, a model of the proposed locomotive is in the Glasgow Museum of Transport.

The full set of facilitation notes also contains information on the kits/RTR models that are available, along with references, plan drawings and photographs.

New Acquisitions –

Ron Fryer – showed a new book [just bought from Ron Richards] called *British Railways Western Region in Colour* by Laurence Waters, for the Modeller and Historian.

Nick Pusenjak – showed four Oxford Diecast OO models –

- 76MES001 Blue Morris Eight E Saloon
- 76WOL003 White Wolseley 6/80 Saloon
- 76AK005 Austin Service Austin K8 Threeway Van
- 76TR005 The Happy Plaice Mobile Trailer [Mobile fish and chip shop]

His next model was a Hornby BR Std Class 4, 4–6–0 No.75070 in Black. All the above were absolutely delightful models [especially the mobile Fish & Chip shop].

Alan Porter – showed the new Hornby R6537A BR Horse Box W532W. A really nice model with full underframe braking detail – we believe the GWR version is even better! He also showed a packet of bollards from the Bachmann Scenecraft range – really well done and detailed.

John Maker – showed eleven new DVDs that he has recently obtained from a UK company [Heritage Media Digital Productions]. Prices varied from £1 to £5 each. Too many to list but they covered Rail, Traction, and Lorries. Also showed two books *Doncasters Railway Legends* and *Britain's Weirdest Railways*, both published by Morton's Media.

Doing Things –

Ron Fryer – this is part 2 of the old book saga. Part 1 is in the July report of the GWR SIG Meeting. Well he completed the erasing of all the pencil graffiti in the book and turned his attention to establishing just who H.J. Gazard, Wormwood Scrubbs was [or still is?]. His eldest son James, a computer whiz kid, entered the name into a programme that he knew of after we had selected the period of 1900 to 1940, apparently if the person has appeared in a newspaper or magazine in the time period this programme searches the file and can tell you when and why, and who and what etc. etc.

Well, lo and behold it did, and we found out that H.J. Gazard was nothing to do with the Prison, in fact, in 1936 he was a Foreman on the GWR at St. Quinton and Wormwood Scrubbs Station on the old West London line. However, in 1940 Mr Hitler stepped in and one of his bombers flattened the station and it was closed [not surprisingly] and never rebuilt. We also found photographs of the station before and after the event. My next step is to communicate with BR at Paddington Station and try to establish what happened to H.J. Gazard. Don't miss Episode 3. It's almost as exciting as the Duck Saga!

Ron Richards – has been working on the back scenes on his layout and apart from a little fine tuning they are finished.

Steve Rayner – showed the three completed BR 21ton Dia.146 N scale Coal Hopper wagons that he has made up from kits. Beautiful little models and well made by Steve.

Alan Porter – has now moved on to upgrading his models of the 21ft. 4-wheeled vans. Thanks once again to Alan for the Facilitation Notes.

S Scale Special Interest Group's August meeting was attended by forty members and visitors coming to our clubrooms to hear the latest news, views and events for modellers of the WA scene.

Graham Watson welcomed all those present, in particular Ben Hollands and his Dad, Graeme, Garry Grey who was back from Europe, Cris Fitzhardinge, Gavin Stallard and, last but not least, Simon Barber who was guest presenter for the night's meeting. Apologies were received from Garry Pilmoor who was in the eastern states on business.

Members were reminded of the AGM to be held on the following Monday and Graham Watson expressed the hope that as many of those present would make an effort to attend. John Maker also requested that members pay their upcoming membership fees by the 1 September, preferably directly to the Federal Treasurer.

Graham announced that it was time to do another loco audit to assess the increase on the 2009 count of 331 locomotives of WA prototypes owned and built by club members. To satisfy the audit conditions the locos should be painted and in running order. Numbering and lettering is desirable but not essential for the count.

Graham also sought expressions of interest for those who would like to attend a workshop on a given Sunday to assemble a kit of an S scale model. The date is to be announced at the September meeting. Following the main announcements a general bring and show ensued.

Graham Watson showed the latest offering from Railwest Models. This was a new FD van which is virtually a one piece urethane body kit which requires the modeller to add cosmetic ends, a metal roof and the usual under-floor detail.

Neil Blinco showed the castings he has made for his underfloor detailing parts for his AZ first class sleeping car which he makes under the Westoz Models label. Neil has been experimenting with the use of Lego pieces as mould surrounds to enable the casting of round tanks which are otherwise difficult to make in one piece.

Doug Firth showed nine of the 4-wheel wagons which he has been working on over the past few months. They included a Railwest J tanker, two X class Models JAs an H, a GA models GC, an EA and a MRWA Bm wagon from X class models. All the wagons were nicely assembled and painted as they would have appeared in the 1950s/60s.

Phil Knife showed the decals for his scratch-built MRWA A class loco from Rob Clark's Westland Models. The Decals look great and finish off the black locomotive in distinctive yellow lettering.

Roger Jenkins showed the M and Ms Garratt locomotive tenders which he has been building in brass over the past year. Roger's fully scratch-built models of the early series of WAGR Garratt locos are proceeding slowly and we look forward to seeing them in their final form.

Murray Rowe showed his fully assembled X class Models kit of the MRWA A class locomotive. Murray used Westland Decals and added some extra details to the rear bogies. He also showed his NA sleeper wagon which he has made as a kit to run as a block train in the era of the orange and yellow livery. The WAGR or Westrail built twenty of these wagons in the 1980s.

Stuart Mackay showed the urethane castings of coal and ballast loads he has made for his XA

and XM hopper kits respectively. Stuart also showed three aerosol paints he purchased from an Auto-One outlet for \$3.49. The colours he purchased were red oxide, grey and matt black, all of which are suitable for our undercoat needs. Doug Firth reports that he has tried the red oxide and reported that it is a very pleasant and close reproduction of the WAGR red/brown.

The topic for the August meeting was locos and wagons in orange and yellow livery, principally from the Westrail era.

Gavin Stallard showed a number of modern wagons, hoppers and containers he has scratch-built or is in the process of building as well as his DB locomotive in its distinctive orange livery.

Murray Rowe showed a range of wagons he has been building to suit the Westrail era as well as two of his X class locomotive variants on orange livery. Members were impressed with the finish of the painting and lining on these locomotives which certainly capture the colour and atmosphere of the period prior to their withdrawal in 1983.

Paul Tranter showed two Railwest Models VWV wagons, resplendent in weathered Westrail yellow. These were big wagons built for the standard gauge but like the XM hopper wagons saw time on the 3' 6" lines in places as far-flung as Hyden.

Lynton Englund showed his GA models GHE steel high-sided wagon he purchased from Greg and assembled some years ago. This is a particularly fine example of a GA Models kit and Lynton's assembly did it justice.

Kris Fitzhardinge showed the Z van and his NA kit-bashed from a KA which he has built over the past year. They looked great and evidenced the fact that as time passes there are an increasing number of younger modellers who really only knew the Westrail livery and consequently feel more at home with vehicles of this era.

Stuart Mackay showed a yellow Zs brake van, an Xb hopper wagon, an XAC hopper and an XM ballast wagon. These could all be easily hauled by his scratch-built Alco N class loco on Mainline bogies in Orange Westrail livery.

Graham Watson showed Garry Pilmoor's very nicely assemble Railwest kit of a VWV van and his own yellow Hc ??? wagon with full brake gear. Graham said he would be painting it brown in the coming days unless someone made him an offer for the wagon which would not fit in with his fleet of WAGR wagons.

Photos of most of the wagons and locos in this evening's presentation can be seen on the WASn3½ Models website at wasnmodeller.blogspot.com, or via Google.

Discussion also ensued regarding the most appropriate paints to use for the Westrail Orange and yellow era. Joe Moir suggested that Floquil golden yellow was very close to Westrail's yellow while Humbrol No. 24 is a close yellow while Revel No. 30 orange is a good match for locomotives.

Following the Bring and Show Simon Mead showed forty interesting and colourful slides from Simon Barber's extensive collection of slides of vehicles from the Westrail era. Simon Barber gave a light commentary on the slides and his contribution to the evening's presentation was greatly appreciated. Thanks go to Simon Barber for letting us see his slides. Those who have copies of Simon Barber's book *Changing before our Eyes: Westrail 1982-1998*, may have been familiar with several shots but it was great to see them on the big screen.

The topic for the September meeting was Bring and Show one of your scratch built vehicles

and/or structures followed by an informal train running on *Swan View*. Thirty one members attended the meeting which was slightly below the average but a good turn-out nevertheless. The formal part of the evening began at 2030 with **Graham Watson** welcoming visitors which included Don Finlayson, Andrew from the eastern States, Don Moir who has been working in Belgium and James, a brand new AMRA member.

Up-coming events were also announced which included Railfest at the Rail Heritage Museum on Sunday 16 October and AMRA's own ModelRail on Sunday 6 November. Graham also announced the kit-building workshop which will be on Sunday 25 September between 1030 and 1430. Ten keen members have expressed an interest in attending but this event will of course have taken place before this edition of *The Branchline* goes to press. Finally, **Bill Gray** announced that the Spring edition of the ASnM has been proof-read and will go to press before the end of September. Bill, as Editor of the ASn Magazine, also appealed for more articles for the next edition which should come out as the summer edition.

Some items of a general nature were then shown to the members present.

Phil Knife showed his X class locomotive No. 1012 as built. Phil has weathered the locomotive and added brass numbers and name plates made by Adrian Pressler in Melbourne.

Doug Firth showed his completed FD van which he assembled from a Railwest one-piece body kit. Doug reported that it was one of the easier vehicles to assemble.

Stuart Mackay showed some simple, useful tools he purchased from Micro-Mark which included a set of pounce wheels, useful for embossing rivets in styrene or metal, a set of numbered drills, and a window punch. All three were very reasonably priced, especially in the present exchange rate regime of Australian dollar parity with the US dollar. On the downside Stuart reported that delivery was a bit slow, four weeks, from America.

The second part of the meeting was given over to the presentation of scratch-built vehicles and structures by members. There was a variety of scratch-built items brought and shown by only eight of our members.

Paul Tranter gave an extremely interesting talk on how he has been scratch-building a coach in S scale for his CR Northern Australian Railway, Darwin to Birdum. Paul showed how he made the coach in three main parts, a roof, a chassis and a body. All three go together to provide a very nicely built coach. The coach can be dismantled for repairs and to add figures to the interior. It should look great behind his double-headed NSU class CR locos. Paul has cast up six roofs so that he can make more coaches when the need or the urge takes him. Thanks Paul for such an informative talk on scratch-building and for providing an insight into the thoughts, ideas and planning of a scratch-builder.

Phil Knife showed his scratch-built WAGR B class steam locomotive. This diminutive locomotive was built to Phil's usual high standards of research and technique. Phil has built a number of scratch-built locos in S scale as well as several from kits and his B is a delightful reproduction of the prototype.

By coincidence, **Don Moir** also brought along his B class loco which was built almost completely in brass, also to a very high standard. In fact it was interesting to see both B classes, built independently by Don and Phil, side by side to compare them. They were both models which any S scale modeller of the WAGR would love to have on his roster.

Bill Gray showed the first wagon he ever built in S scale. It was a four-wheel flat wagon NFA.

The wagon was super detailed with all the brake gear in its correct place.

Stuart Mackay showed the goods shed he modelled in styrene sheet based on the one still in situ at Wongan Hills using several photos and some key measurements. He took photos of the building on a winter wheat belt jaunt with his wife and kids in about 1996. Stuart also showed several line side huts and sheds from his collection of scratch-built structures he built for his Medullup and Canning River railway.

Roger Jenkins showed the progress he is making on the two Garratt locomotives he has been building for the past year. One is an M, the other an Ms. They were originally British built locomotives, the earlier versions of the Garratt, which were followed by the Msa which were built at Midland. Roger has used the running gear from two Mantua articulated logging locomotives but has had to turn the driving wheel sets around to suit the WAGR locomotives. Roger is making progress and indications are that he will soon have two very good models of this prototype running on a layout

Lynton Englund showed a nice little station building he built in card for the Burges Module which was built by Bruce Norton in the late 1980s. Lynton has been a pioneer in the modelling of the WAGR in S scale and he has had to develop his own techniques and materials to achieve his excellent results.

Graham Watson showed several wagons which he scratch-built in North Eastern Timber at least 25 years ago, long before styrene and urethane became the common medium in our Group. The wagons included a DA van, three 4-wheel flat wagons [an NF, NFA and an HAD] as well as a short QJG bogie flat wagon. All of these WAGR wagons were probably the first wagons to be scratch-built accurately and faithfully in S scale, or maybe any scale for that matter.

Once again, the August and September meetings were successful gatherings for the S Scale Group. Lots of things are happening so if you are at all interested, feel free to come to one of our meetings. The Group meets on the second Monday of every month at 2000 at the AMRA WA Branch Clubrooms in Moojebing St, Bayswater. New members and visitors are always welcome. Contact Graham Watson on 9250 1084 or Stuart Mackay on 9310 3858 for general information about the S Scale Group.

British Railways Special Interest Group's July meeting's topic was BR Liveries in the Steam Era 1948–1968.

1 Liveries in the first year or so

The Railway Executive, established by the newly elected Labour Government under the 1947 Transport Act to manage the nationalised railways as one element of the British Transport Commission, set out quickly in 1948 to select new BR liveries in order to create public relations in their favour, faced as they were with much public hostility and old company loyalties.

While the options for the colours of locomotives and rolling stock were being considered, the liveries of the former railway companies continued to appear. The old company designations, LMS, LNER, GWR and Southern were painted over with the words BRITISH RAILWAYS hand painted onto tenders and side tanks in the lettering styles of the old companies. As the hand painting of the words was a time consuming affair, many locomotives left the Works after overhaul without their BRITISH RAILWAYS ownership lettering applied! To avoid duplicating locomotive numbers for longer than was necessary, the old company numbers were given temporary prefixes. E for LNER types, M for LMS types, S for SR types and W for GWR types.

During 1948, a comprehensive re-numbering system was adopted. The number 30000 was added to ex-SR locomotive running numbers, 40000 was added to ex-LMS locomotive running numbers [except those whose LMS running number was above 20000, in which case 30000 was added] and 60000 was added to ex-LNER locomotive running numbers. The ex-GWR locomotives retained their existing GWR numbers in view of the anticipated high cost of replacing the cast metal cab side number plates which they carried.

Various colour schemes were tried from January 1948 for the Railway Executive, both for locomotives and coaching stock, but they were not very successful, only a mere thousand responses were received from the public! No particular effort appears to have been directed towards freight stock at this early stage and the Regions continued to paint these vehicles as normal. Early in 1948 the Railway Executive decided that BR should be divided into six regions –

- a. The Eastern Region [ER] – The station emblem being the new double sausage [the lozenge] in ultramarine blue with white lettering.
- b. The London Midland Region [LMR] – The station emblem [the lozenge] in maroon with white lettering.
- c. The North Eastern Region [NER] – The station emblem [the lozenge] in tangerine orange with white lettering.
- d. The Scottish Region [ScR] – The station emblem [the lozenge] in light Caledonian blue with white lettering.
- e. The Southern Region [SR] – The station emblem [the lozenge] in Malachite green with white lettering.
- f. The Western Region [WR] – The station emblem [the lozenge] in chocolate brown with white lettering.

2 BR 1949 standard liveries for locomotives and rolling stock locomotives –

Following the trials with the experimental livery during 1948, the Railway Executive announced the standard liveries in April/May 1949. These were –

Top Link Classes – Medium blue [halfway between ultramarine and Caledonian blue].

However, as occurred with the experimental blue paints, it was found to be wanting in the length of time it retained its colour and so eventually these locomotives were repainted in Brunswick green.

Other Express Passenger types – Brunswick green.

Lesser Passenger types and Mixed Traffic Classes – Lined gloss black.

Freight and Shunting Locomotives – Unlined gloss black.

The buffer beams on all locomotives were vermillion red. All locomotives were to carry the new lion over wheel totem facing forwards on the tender, side sheets or side tanks of tank engines. The locomotive number was painted on the cab sides, the exception being the ex-GWR locomotives who kept their cab side brass number plates.

Coaching Stock –

Mainline Corridor stock and Full Brakes for principal trains – body sides of Carmine red with cream upper panel [blood and custard], lined gold and black, above and below the cream panel. Vehicle ends black, roof grey.

Non-corridor Carriages and other Passenger Train Vans – body sides of Carmine red, lined gold and black as above. Vehicle ends black, roof light grey.
 Note that there was no identification of BR ownership on carriages as there was on locomotives. Restaurant, Kitchen and Buffet Cars, and Sleeping Cars had the appropriate name placed centrally on the side of the vehicle. First-class compartments had the figure 1 painted on the compartment doors.

Freight Stock – Wagons

Unfitted – Battleship grey

Fitted or piped – Orange brown

Insulated – Stone [changed to Top white when white became available]
 These were the original schemes. In due course, the grey became a lighter shade and the orange brown became Bauxite red. All wagons were to be lettered in white except insulated wagons which had black letters.

Containers – Orange brown, except for insulated containers which were stone colour. These colours changed later, as previously mentioned.

All freight stock carried a prefix letter as follows –

- B for new wagons built by BR, and ex-MOT and ex-MWT 16ton steel mineral wagons.
- E for all ex-LNER types
- M for all ex-LMS types
- S for all ex-S types
- W for all ex-GWR types
- P for all former private owner wagons
- C for with the above defined letters as suffixes
- D for service vehicles, ahead of the above defined letters/eg.– DE, DM etc].

Wheelbase marking and the power brake symbol XP were applied as required.

3 The 1956 Revisions –

A change of government in 1953 led to a changed philosophy for BR – less centralisation and more local decision making and this, with a revised lion-and-wheel totem, produced a new look for BR.

The livery changes were –

Locomotives – In 1956 the LMR decided to paint its express passenger Pacific 8P locomotives in Crimson Lake, called maroon at the time for political correctness!! On the SR and on the WR, some of the smaller passenger and mixed traffic locomotives had their liveries upgraded from lined black to lined Brunswick green. Indeed, Swindon seemed determined to turn out everything in Green, although the lesser types were unlined. The new totem with a somewhat emaciated lion standing on a crown adorned with a rose, a thistle and a leek, holding a railway wheel and with the words BRITISH on one side and RAILWAYS on the other side of the totem.

Coaching Stock – Three distinct liveries replaced the Carmine and cream colours on express passenger corridor stock.

The Western Region chose GWR Chocolate and cream lined in gold, yellow and black. This lining

was abandoned in 1962.

The Southern Region chose unlined Stock green, darker than Malachite green, but not matching the Brunswick green of the locomotives that hauled them.

All the other Regions were Maroon with yellow and black lining.

Non-corridor [slam door] carriages were also changed to Maroon with the same lining except on the SR where unlined stock green was used. **All** carriage roofs were mid-grey. For the first time, ownership of the carriages intended for locomotive hauled trains, was indicated by the new BR totem contained within a horizontal band carrying the words BRITISH RAILWAYS. It was placed at the mid-point of the carriage and below the window line.

Freight Stock – There were few changes to freight stock at this time. White had been introduced for fish vans and insulated containers. Demountable box containers were changed to maroon with cream lettering.

4 The New Corporate Image of 1965 –

Locomotives – Steam locomotives, being phased out by the advent of diesel and electric locomotives, were out-shopped in the mid-1960s without any lining – this was to save time and money their demise being imminent.

Coaching Stock – The coaching stock was given completely new liveries –

Express passenger concertina gangway connected stock – Rail blue [lower panel] and Rail grey [upper panel]

Non-corridor [slam door] passenger stock and non-passenger stock – Rail blue

Freight Stock – Apart from the gradual introduction of air-braked vehicles, the freight stock remained basically unchanged in livery, although there had been a development in the early to mid 1960s when all information on the wagon/van side was grouped in a black background box in the bottom left-hand corner of the vehicle. This included vehicle type, load, tare weight and running number.

5 Modelling Paints – The facilitation notes lists those companies and their product reference numbers that would be of great help to those modelling the early BR era through to the start of the diesel and electric era.

6 Transfers – Listed next in the notes are those companies that can provide the necessary transfers.

7 References – Listed are the references used in the preparation of these notes. A full set of these detailed facilitation notes are available on request. The last two plus pages of the notes are useful photographs and drawings on the early BR liveries.

New Acquisitions –

Ron Fryer – showed a DVD – *A Driver's eye view of the Liverpool and Manchester* – a minute by minute driver's view of the journey from Manchester Airport via Manchester Piccadilly to Liverpool Lime Street, [including the whole route of the original L and M Railway] and takes the full 65 minutes of the journey. Ron's wife bought it for him for his birthday.

Nick Pusenjak – showed us his new Bachmann OO Class 37 in Green with yellow half-panels. In comparing it to Alan Porter's earlier Bachmann model it appears to have some slight disadvantages in comparison to Alan's model. A case of one step forward and two steps back!

Alan Porter – showed a 6-wheel Milk Tanker of ROBERT WISEMAN DAIRIES – fictitious? All done in the name of a Charity helping to fight cancer.

Trevor Batchelor – showed us a presentation box of a 0-6-0 Terrier STEPNEY and a Maunsell Brake Composite Coach celebrating the 50th Anniversary of the Bluebell Railway.

Doing Things –

Both **Steve Rayner** and **Alan Porter** were the only two attendees who were visibly doing things but as these were the continuation of the same items as in the July GWR report there is no point in duplication.

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Tom Stokes	9275 4508
Great Western Railway Modellers	Roger Solly	9444 7812
Large Scale	Graham Bell	9295 4461
LNER	Steve Rayner	9379 1147
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

From the Scribe's Quill

Meeting No 349 – August 2011. The major items of business dealt with at this meeting were –

- As a result of the Auditor's comments at the Annual General Meeting concerning the pre-signing of cheques, the Committee decided that the current system for issuing AMRA WA cheques should remain in place, noting that invoices are available at any time for review by the prior signatory and the Committee reviews all cheques issued, including cancellations, via records tabled by the Treasurer at each Committee meeting.
- The date for ModelRail11 was set for Sunday 6 November 2011. The Modelling Competition usually associated with ModelRail will not be conducted this year.
- Craig Hartmann was invited to speak and offered to accept the Treasurer's position from Ron Fryer. The Committee gratefully accepted Craig's offer and the handover commenced soon after the Committee meeting ended.
- Two quotes for the building extensions were tabled by Ron Fryer. The quotes were for building and plans, \$71,900 plus GST and associated electrical works, \$3220 plus GST. The Committee decided that AMRA WA proceed with obtaining plans and Council approval for the building works (cost \$1850) through the builder, noting that the final go ahead may depend on a grant yet to be resolved.

The next few Committee meetings will be held on Thursday 20 October, 17 November and 22 December. Branch members are welcome to attend. Meetings usually start at 1930 and complete about 2200.

Membership Matters

Since the last issue of *The Branchline* we welcome the following who have joined or rejoined our Association.

Phillip Gray	South Guildford	
Chris Doroszenko	Beechboro	HO
Ian Spence	Waikiki	
Tony Gray	South Lake	OO GWR
Byron Spartalis	Coolbinia	
Thelma Beaumont	Pingelly	OO SR
James Kirk	Gnangara	HO
Peter Shurman	Carine	OO/HO Sn3½

Please make yourself known to the Duty Officer at your first few meetings. I encourage you to ask questions as there are many aspects to our Branch. Time at our Clubrooms is never wasted.

John Maker
Membership Registrar

Dark Suckers

Bell Labs Proves Existence of Dark Suckers

For years it has been believed that electric bulbs emitted light. However, recent information from Bell Labs has proven otherwise. Electric bulbs don't emit light, they suck dark. Thus they now call these bulbs dark suckers. The dark sucker theory, according to a Bell Labs spokesperson, proves the existence of dark, that dark has mass heavier than that of light and that dark is faster than light.

The basis of the dark sucker theory is that electric bulbs suck dark. Take for example, the dark suckers in the room where you are. There is less dark right next to them than there is elsewhere. The larger the dark sucker, the greater its capacity to suck dark. Dark suckers in a parking lot have a much greater capacity than the ones in this room. As with all things, dark suckers don't last forever. Once they are full of dark, they can no longer suck. This is proven by the black spot on a full dark sucker.

A candle is a primitive dark sucker. A new candle has a white wick. You will notice that after the first use, the wick turns black, representing all the dark which has been sucked into it. If you hold a pencil next to the wick of an operating candle, the tip will turn black because it got in the path of the dark flowing into the candle.

Unfortunately, these primitive dark suckers have a very limited range. There are also portable dark suckers. The bulbs in these can't handle all of the dark by themselves and must be aided by a dark storage unit. When the dark storage unit is full, it must be either emptied or replaced before the portable dark sucker can operate again.

Dark has mass. When dark goes into a dark sucker, friction from this mass generates heat. Thus it is not wise to touch an operating dark sucker. Candles present a special problem, as the dark must travel in the solid wick instead of through glass. This generates a great amount of heat. Thus it can be very dangerous to touch an operating candle.

Dark is also heavier than light. If you swim deeper and deeper, you notice it gets slowly darker and darker. When you reach a depth of approximately fifty feet, you are in total darkness. This is because the heavier dark sinks to the bottom of the lake and the lighter light floats to the top. The

immense power of dark can be utilized to man's advantage. We can collect the dark that has settled to the bottom of lakes and push it through turbines, which generate electricity and help push it to the ocean where it may be safely stored. Prior to turbines, it was much more difficult to get dark from the rivers and lakes to the ocean. The Indians recognized this problem and tried to solve it. When on a river in a canoe travelling in the same direction as the flow of the dark, they paddled slowly, so as not to stop the flow of dark, but when they travelled against the flow of dark, they paddled quickly so as to help push the dark along its way.

Finally, we must prove that dark is faster than light. If you were to stand in an illuminated room in front of a closed, dark closet, then slowly open the closet door, you would see the light slowly enter the closet but since the dark is so fast, you would not be able to see the dark leave the closet.

In conclusion, Bell Labs stated that dark suckers make all our lives much easier. So the next time you look at an electric bulb remember that it is indeed a dark sucker.

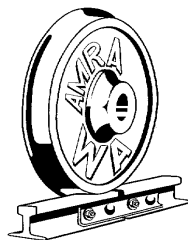
[Editor's Note. This article reprinted by kind permission of Bell Labs.]

Modelling Challenge!!

There is a prototype for everything but who would believe a model/diorama of this scene? No!! I have not tried to count the number of people in this view. There's obviously no Work Safe type organisation in India.



The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amrawa.com

Issue 204

April 2011

Vol 34 No. 2

Frans' Fatidic

This article is more to do with the Exhibition than with the normal President's Report.

This year's Exhibition will be held on 4, 5 and 6 June, the Foundation Day long weekend from 1000 to 1700 each day.

This is the 35th year of our Branch staging Model Railway Exhibitions and it is going to be a big one.

At this stage we have 72 exhibitors with some fine new layouts. There is more information in another part of this publication [*see following articles. Ed.*] and I ask all members to be of assistance where possible to make this Exhibition our best and most memorable ever.

We will be using the Robinson Pavilion and half of the Silver Jubilee Pavilion this year so you can see that we will need as much assistance as possible. Please fill in the enclosed roster form and return to me as soon as possible. The enclosed Guidelines explains what is required for the various positions available.

Please read the articles regarding the Exhibition carefully so you are aware of what is to come in the next two months.

I will have a general exhibitors meeting on Tuesday 3 May starting at 1930 sharp in our Clubrooms to tell exhibitors which pavilion they are in, plus any other relevant information.

The Trophy presentation will take place on the morning of Monday 6th June at 0930 in the lunch room.

Barricading will be in short supply so if you can organise your own fencing it would be greatly appreciated.

Each pavilion will have its own Café, toilets and Exhibitors' lounge so no one has to walk too far for a toilet or tea break.

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Ron Fryer – 9401 3514
email – not available

Committee

Trevor Burke – 9398 4330
trevorburke@bigpond.com

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Niels Kroyer – 9315 9635
email njtskroyer@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

This year the U-Drives will be supporting Ronald McDonald's house and we may have visits from families who are staying there.

There will be media advertising on Channel 10 the week before the Exhibition and we are still trying to get the weather man to broadcast from the Exhibition.

It will assist if all exhibitors send me their staff/helpers names as soon as possible so we can send out the appropriate name tags. Holders will be available at the Exhibition from Thursday onwards.

Frans Ponjee

Important Notice – 1 Electrical Equipment Safety Checks

Strict safety regulations require all electrical equipment and power cables to be tested and tagged for the Exhibition.

This year it is up to each Exhibitor to make sure their items are properly tagged – an out of date safety tag means the equipment **cannot** be used at the Exhibition – **don't say you were not told!!**

An electrician will be in our Clubrooms to test and tag all electrical equipment on Saturdays 14 and 21 of May 2011 between 1330 and 1630. The cost will be \$3.00 per item payable on the day.

Important Notice – 2 Roster Forms, etc.

The Exhibition will be staged in the Robinson and Silver Jubilee Pavilions at the Showgrounds, over the Foundation Day long weekend – Saturday 4 June, Sunday 5 June and Monday 6 June.

Included with this issue of *The Branchline* is a Roster Form, some hand bills and a poster. **Note** – if you receive your copy of *The Branchline* electronically the Roster Form, handbills and poster will also be sent to you electronically as printable .pdf files. Please print these off, complete and return the Roster Form, print several pages of handbills and cut each sheet into four handbills and distribute locally as requested below – if you need

more handbills they will be available in our Clubrooms.

I am asking you all to put your name forward with the times you know will fit in with your other commitments. If everyone is able to take one or more slots over the three days this will make it a more even and enjoyable weekend for everyone involved in this year's Exhibition.

Please return the form by Saturday 30 April 2011 to either me at our Clubrooms, the address is on the form, or email to rosieandfrans@netspace.net.au

We will be running a media campaign again this year but it will be very helpful if everyone can distribute handbills at work, at church, at your other clubs, in your neighbourhood mail boxes [unless they state they do not want junk mail], to your friends and maybe even to the local schools and library.

We will be running raffles each day and tickets can be purchased at the Exhibition daily.

Important Notice – 3 Identification Badges

All exhibitors both AMRA and non-AMRA, will be issued with special Identification Badges that **must** be worn at **all times whilst on duty**, including when entering or leaving the Pavilion.

Any exhibitor not wearing their Identification Badge will be required to pay the appropriate entry fee – **no exceptions**.

The Exhibition is open each day from 1000 to 1700 and AMRA staff are requested to be at the Pavilion at least thirty minutes before their duty begins, especially 0930 for 1000 start.

We need your help, please

Most Saturdays in May will be taken up with preparing for the Exhibition so please turn up as normal and do the various jobs that you are asked to do.

If we all work together we can ensure this Exhibition is as successful as last year's – but it is going to take the combined effort of **all** members to make this happen. I know you will not let us down.

Saturday	30 April	Check and count barricading parts.
Tuesday	3 May	Exhibitors meeting starting at 1930 please attend
Saturday	7 May	Check ticket booths, Advice Centre, etc. to ensure they are clean, painted and in working order. Arrange surplus magazines in bundles, etc.
Saturday	14 May	Continue preparations also Electrician available
Saturday	21 May	Continue preparations also Electrician available
Saturday	28 May	Stow loose items in transport containers.
Thursday	2 June	Unload equipment – 0730 loading at our Clubrooms then off loading at the Showground's and setting up.
Friday	3 June	0830 to 2000 set-up
Saturday	4 June	Model Railway Exhibition – open to the public – 1000 to 1700
Sunday	5 June	Model Railway Exhibition – open to the public – 1000 to 1700.
Monday	6 June	Model Railway Exhibition – open to the public – 1000 to 1700

followed by take down
 Tuesday 7 June 0730 load equipment at the Robinson Pavilion and off load at our Clubrooms.

From the Editorial Desk

The Branchline – June issue deadline. Routine editorial material, articles, reports, programme items, etc., to me no later than 1500 Saturday 28 May – for routine material – 1500 Saturday 11 June – for exhibition reports.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on Saturday 25 June and will include Exhibition reports and AGM material

Please note the intended dates for *The Branchline* publication for the remainder of 2011:

Editorial deadline		Assembly, etc.
August	Saturday 30 July	Saturday 13 August
October	Saturday 24 September	Saturday 8 October – will include AGM Minutes
December	Saturday 19 November	Saturday 3 December

Ted Thoday

Literary Lines

Many thanks for various donations from M. Hyde, Roger Solly, Ron Chatterton, Werne Dunwoodie, Richard Stallard and Alan Porter.

Library – on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Around the World Christmas Quiz

In the last issue of *The Branchline* I inadvertently forgot to include my thanks to Stanbridges Hobbies and Maylands Model Railways for donating the prize vouchers for the quiz and for that I apologise. I have since written to both Peter Dallimore and Peter Ibbs thanking them for their generosity.

Ron Fryer, The Hon. Rev.

Around the Layouts

The Valentine Run. When the lights on all of the panels suddenly went out and after checking the transformer, it became apparent that we had a short in one of the panel's wiring. To locate which one had the fault, Craig suggested we disconnect all of the panels and then reconnect them one at a time to discover on which panel the problem was lurking. "Good thinking!" responded your scribe.

On reconnecting the third panel, out went the lights. “Ah ha! Gotcha!” thought your scribe. Prolonged inspection and testing seemed to indicate there wasn’t a short on that panel. “#@\$#%!” said your scribe, replenishing the inappropriate terminology receptacle.

Fortunately Dave Edgell came to the rescue, advising of previous experience with a transformer that indicated desired output when tested but failed under load. A quick check by David Grattidge confirmed this was our problem.

We would like to thank Richard Johnson from DCC Concepts for his kind support in providing us with a replacement transformer.

The length of train on the Valentine Cut-off is determined by the crossover, this loop being a figure 8 shape. Thus when Garry’s loco, running on the longer outer track, missed his caboose by millimetres on the crossover, this provided great merriment for the onlookers. Sadly, Alan Higgs’ suggestion of switching him to the shorter inner track was not followed through, as it would have provided even greater merriment to all – but one.

Craig Hartmann
Alan Burrough
Layout Coordinators

Haltwhistle. The layout is running very well after a loose wire was found in the marshalling yard, it has now been re-attached.

On any Saturday afternoon it would seem you have to line up to get a chance to operate your train as the layout is in such demand by the younger Branch members who seem to arrange amongst themselves who is to go next.

The *Haltwhistle* crew are busy at present helping to get the BHP layout finished, the track is laid and we have had trains running.

Work on the scenery is now being done starting with a superb cutting for the trains to pass through .

Tom Stokes
Layout Supervisor

Our New Web Site

Since the last issue of *The Branchline* we have spent many hours testing and proving the site. In doing so we turned up a couple of unexpected ‘nasties’.

Members may be aware that in the normal usage of their computer it does not matter whether the file extension is in upper case or lower case. We found out the hard way that on the web it does matter, as a result we had to find and change the .JPG extension used by some of the providers of photographs to .jpg – time consuming to say the least. It is something to bear in mind when naming your photographs, etc.

Similarly some of our photographers named their photographs 2903#001.jpg, for example, again we found out the hard way that the symbol # [used in this case to indicate No.] has a different and very specific meaning when used on the web.

We think we’ve sorted it all out now but, if you are one of the lucky ones and find something that

doesn't work, please let us know. We'll give a free copy of *The Branchline* as a reward!!!!

John Maker
Ted Thoday

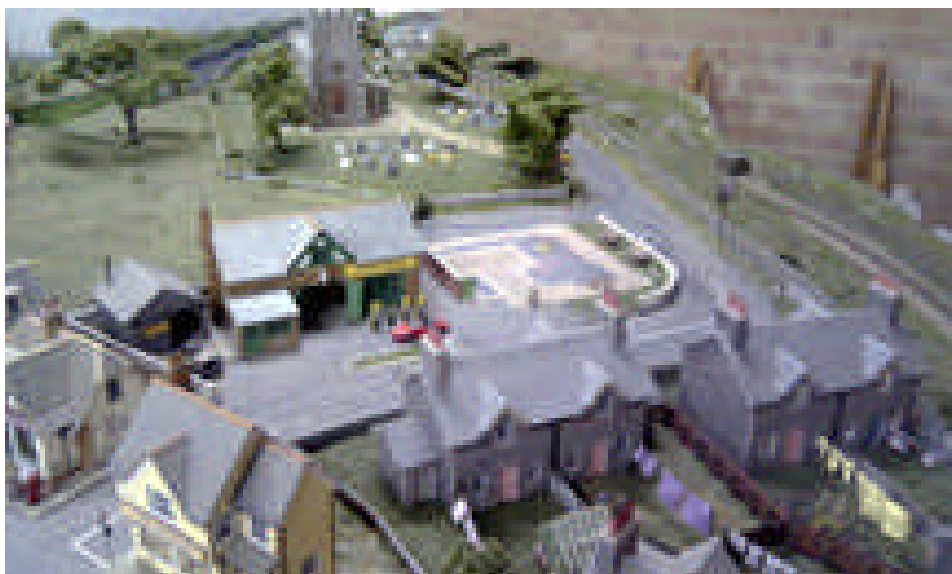
The Inn is Out

It's a while since we heard from the Mouse family but recently, during the Annual Mousing Year holiday, Miss A. Noying-Mouse was home from Mices' College

While sneaking round our Clubrooms looking for a drink and somewhere warm to rest her weary body, she looked high and low but all that could be found was a warm street light to stand under. This would be OK on a cold day or at night but at the moment it is a little warm for some extra heat.

This got her thinking there is something different, something missing. Now what could it be?

Her Mouse relatives had told her about the hospitality to be had at the Haltwhistle Inn but she found that the Inn was Out. She thought that all and sundry should know about this, what appears to be, dastardly crime wave that has hit Haltwhistle or was it that the great hand of god [who is so good at shunting wagons] had reached down Perhaps we'll never know as all that is left of the Inn is a piece of bare earth – here is the evidence as recorded on Miss N-M's mobile phone.



Around the SIGs

British Railways Special Interest Group. The subject for the January meeting was the BR Class 40 Diesel Electric Locomotives.

The British Transport Commission's Modernisation Plan of 1955 stated that the steam locomotive would eventually be replaced by a mix of electric traction units and internal-combustion traction units of superior thermal efficiency and availability. Diesel power was foremost in their short-term

thinking and by way of implementing the Plan, a Pilot Scheme was authorised in which the manufacturers concerned could submit prototypes for evaluation. Diesel locomotives to be built under the Pilot Scheme were to be classified into five types according to engine horsepower. For the Type 4 category British Railways and The English Electric Company were both invited to each produce ten diesel powered locomotives for evaluation. The former, to be designed at Derby Works, were powered by a Sulzer 12LDA28A diesel engine generating 2300hp and were numbered D1 through to D10. They became known as the *Peaks*. However, the subject we are concerned with is the English Electric product.

The railways of Britain were in a very depressed state immediately after WWII and, with a view to reconstruction, murmurs were heard from all the Big Four companies regarding alternatives to steam power. The SR were the first to make overtures and in late 1946 the Southern Railway announced its intention to build three 1600hp units for service on the former LSWR mainline from Waterloo to Exeter and beyond. However, other matters took priority and the first of the units did not emerge until 1950 [doing so under public ownership]. Meanwhile the LMS was also showing interest in high-powered diesel electric traction and the Company invited the collaboration of The English Electric Co., Ltd in the design of two units of 1600hp each, English Electric to provide both the diesel engines and transmission equipment. The LMS machines were built at Derby Works and every effort was made to ensure that they emerged prior to the impending public ownership. They were partially successful, the first unit, No. 10000, emerging from the Works on 5 December 1947. One of the main differences between the SR and the LMS locomotives was the body appearance. The SR units were blunt, almost flat, cab faces at each end, whereas the LMS units had prominent projecting noses that became standard with all future EE designs. The SR used English Electric engines in its units. The third of its units No. 10203 had a number of technical differences incorporated into its design, the most significant being the installation of the 2000hp English Electric 16SVT engine in Mk. II form with twin inlet and exhaust valves to each cylinder and Napier turbochargers in lieu of the Brown-Boveri type.

The BR design for a Type 4 locomotive being developed at Derby Works was favouring the Sulzer engine which had fewer moving parts which was thought to be a key to long term reliability and durability. However, English Electric had supplied the power units for the five mainline diesel-electric locomotives which by the end of 1956 had been in BR service on and off for a total of over thirty engine years, so, naturally, it was reluctant to use any other diesel engine than its own. Therefore it was able to take the mechanical and electrical features of No. 10203 more or less straight off the drawing board rather than have to start from scratch! Accordingly, the Class 40 differed basically from the SR design in exterior appearance only, but have the same but longer, type of nose cabs as had the LMS Twins. D200 was the first locomotive delivered in March 1958 and D209 was delivered six months later. The ten EE locomotives produced for the Pilot Scheme were not really being evaluated as prototypes but were rapidly reproduced in a production run totalling 200 locomotives. The first order for the production locomotives was placed before the last of the Pilot Scheme locomotives had been delivered, let alone assessed!

The production locomotives were turned out in five batches between May 1959 and September 1962 being allocated to the Eastern, North Eastern, Scottish and London Midland Regions. However, their power output of only 2000hp found them wanting on the heavier and faster ECML expresses and following the introduction of the Deltics and the higher powered Class 47s, they were displaced from top-flight passenger work out of Kings Cross. They were then used on many of the night goods services and some semi-fast passenger, freight and parcels trains. The London Midland Region found them satisfactory for what was required until relieved by the higher powered Class 50s in 1967. They then gravitated to freight work, where their limited braking capability with unfitted wagons sometimes required their use of a diesel brake tender. Visits to the Western and Southern Regions did occur but were extremely rare.

However, weighing in at 136tons, the Class 40s were cumbersome, lumbering beasts with an appalling power-to-weight ratio, not resolved until the arrival of the Class 47s four years later. Nevertheless they were useful locomotives at the time and although under powered were probably one of the success stories of early BR dieselisation.

Withdrawals started in 1966 with D322 after an accident at Warrington, then the next to be withdrawn were in January 1976 and then at a steady pace right through until final withdrawals in 1988. Seven locomotives have been preserved and these are D200, D212, D213, D306, D318, D335 and D345.

The Class 40s were known by enthusiasts as *Whistlers* due to the whistling sound made by their supercharger, although one reference blames the radiator fan!

D326, later 40126, was the locomotive hauling the 1850hr Aberdeen/Glasgow to Euston, *West Coast Postal* on 8 August 1963 when it was stopped by a jury-rigged red signal near Sears Crossing, Ledburn, and the villains who did this then physically attacked the driver and second man before uncoupling the first two TPO vehicles [which were carrying old banknotes, registered packets and jewellery valued at £2.6million] and then taking them forward 1/2 mile with the locomotive to Bridego Bridge where they got away undetected before the cavalry turned up! This was **The Great Train Robbery!**

D326 was a jinxed locomotive –

- on 26 December 1962, when hauling the up *Royal Scot* between Winsford and Coppenhall Junction, it ran into the rear of the electric-hauled Liverpool to Birmingham express. Eighteen passengers were killed and 33 injured on the Birmingham train.
- in August 1964, the second man standing on D326 was electrocuted by coming into contact with the 25kV catenary.
- in August 1965, a brake failure on the locomotive at the approach to Birmingham New Street station, D326 hurtled downhill towards the station at 50mph but prompt action by signalling staff switched the locomotive to another line where it smashed into a goods train, injuring a guard.

For a while footplate staff were reluctant to handle the locomotive, regarding it much as a sailor would a jinxed ship. It did however, settle down to an uneventful final years before being withdrawn in February 1984.

New Acquisitions –

Ron Fryer – showed a book that he received as a Christmas present called *British Steam Locomotives* by Mirco De Cet and published by Abbeydale Press.

Steve Rayner – showed Oxford Diecast single-deck buses in N scale – a Greenline AEC RF model and a London Transport (Central) AEC RF model.

Barry Bryant – [*Nice to see you Barry*] showed a Grafar by Bachmann locomotive in N scale of the Deltic Prototype DP1 in preserved livery. He followed that with 2 x Dapol N scale locomotives – a 2-10-0 9F BR late crest, single chimney, No. 92133, weathered, and a BR Pacific 4-6-2 Class *Britannia* No. 70000 lined green, late crest.

Alan Porter – showed Oxford Diecast OO models that he had shown previously at the January GWR meeting, as follows –

- Bob's Hot Dog caravan stall
- a Bedford TK Watneys truck complete with barrels
- a Bedford TK Van containing a 52 keyed Dean fairground organ [belonged to Michael Oliver of Great Dorset Steam Fair fame]
- an AEC Regent fire engine, LONDON FIRE BRIGADE.

He also showed his model of the Dapol/Hornby Magazine 6-wheel STOVE R, a full parcels brake, ex-LMS, in BR livery. He is, at the present experiencing problems with its running ability.

Ron Richards – showed a DCC fitted Hornby Class 08 Shunter that has digital sound. Ron hasn't, as yet, heard it!

Doing Things –

Steve Rayner – has almost finished converting an Atlas locomotive into a NSW Class 40 Diesel locomotive.

Barry Bryant – is continuing to work on his N scale exhibition layout called *AVALON*. He is also designing a new layout based on Chester 6F Loco Shed.

British Railways Special Interest Group. The subject for the Group's February meeting was BR Covered Vans [excluding meat, fish and other specialised traffic vans and the Shocvans].

In 1948 British Railways inherited 146,873 covered vans rated between 'under 8tons' and '20tons and over' from the Big Four and the Metropolitan Railway. Most of these had worked hard throughout the WWII years, carrying a prodigious tonnage of freight. Although loadings had dropped a little from the heights of 1943, the railways still carried massive amounts of merchandise. Also, there were very few modern refinements present throughout this inherited fleet – automatic brakes and screw couplings were fitted to very few vehicles so that the number of fully-fitted freight trains was pitifully small. The oil axle box was far from universal with many wagons still retaining the older grease boxes, thus making them unsuitable for express freight trains.

Clearly something had to be done – and done urgently! The Railway Executive appointed the Ideal Stocks Committee in February 1948 to *'Consider and report, having regards to the probable traffics in 1950, on the approximate 'ideal' stocks and types of locomotives, carriages and wagons under conditions of unified working so as to cater efficiently for the anticipated traffics and to yield the maximum reduction in costs; to consider these 'ideals' in relation to actual stocks and to make recommendations as to how the 'ideal' may be achieved . . . Interim reports to be submitted from time to time, to deal first with the wagons.'*

Meanwhile there were outstanding orders for 4,200 covered vans which the Big Four companies had 'in the pipeline' at the end of 1947 and these were completed under BR aegis in 1949. They were –

from the LMS –

- **BR Diagram 1/200** 1,300 ventilated vans were built at Wolverton to an LMS design with plywood panel bodies, sliding doors and pressed-steel ends.
- **BR Diagram 1/204** 2,050 12ton ventilated vans were built at Wolverton to the same LMS design but with planked sides.

from the SR –

- **BR Diagram 1/202** 750 12ton goods vans were built at Ashford to a

Southern Railway design, 340 were equipped with automatic vacuum brake.

from the GWR –

- **BR Diagram 1/203** 100 12ton goods vans were built at Swindon to a GWR vacuum brake design with plywood bodies and ends and GWR twin end vents.
- **BR Diagram 1/205** 230 12ton goods vans were built at Swindon to the same GWR design but were unfitted.

The Committee's *Report on Design, Capacity and Types of Railway Freight Rolling Stock* appeared in March 1950 and although, as the authors anticipated, it was modified by events, nevertheless it formed the basis of freight stock development for the next decade or more. The Committee's principal recommendation that the 12ton capacity should be retained as standard and that all covered vans should all have hinged side doors rather than sliding side doors. Since the Grouping in 1923, the two largest companies [LMS and LNER] had used sliding doors on almost all of their vans whereas the two smaller companies [GWR and SR] had favoured hinged doors.

These two recommendations paved the way for the introduction of **BR Diagram 1/208**, the British Railways standard 12ton van design. In theory, all 19,063 vehicles built to Diagram 1/208 were to the same design but in practice there were numerous variations despite the use of the same diagram number. There were 22 lots making up the 19,063 vans built between 1951 and 1958, and with one exception they were built at Wolverton and Faverdale. The one exception was Lot 3164 for a total of 1200 vans which were built by a private company, Charles Roberts, in 1958. Wolverton built 17,000 and Faverdale built the remainder, just under 1800.

A full list of diagram codes appertaining to the variants of the standard 12ton van and those relating to the Pallet Vans [PALVANS], VANWIDES, and Long-bodied VANWIDES is given in detail in the facilitation notes available on request. A list of models, in the various scales, is also given, as are several photographs of the various vans. All in all, a worthwhile set of notes to have for those modellers of British Railways.

New Acquisitions –

Ron Richards – showed a Hornby early BR 4–6–2 Castle Class locomotive No. 5053 *Earl Cairns*. A limited edition from the Peter Waterman Collection, it is DDC fitted. Ron also showed a small drill chuck that fits the Ozito Drill we had on sale.

Alan Porter – showed his complete set of Dapol 6–wheel STOVE R Vans and he explained just what he had to do to make them perfect [sic]. [refer GWR SIG report for February]

Trevor Batchelor – showed two photographs of models of the Rocket and its three coaches alongside a model of a 9F 2–10–0 locomotive *Evening Star* – virtually the first and the last steam locomotives built.

Doing Things – as the old Walt Disney song says ‘We’re busy doing nothing, working the whole day through.’ Nothing doing!

Great Western Railway Modellers Special Interest Group. The subject for the Group's January meeting was the Travelling Post Office vehicles on the GWR.

1. Introduction

Prior to the introduction of the railways, mail handling in Britain was slow and unreliable. The

Romans had introduced a postal system of considerable complexity and efficiency but it rapidly disappeared when the Empire collapsed. In medieval times it was left to the individual business interest to develop its own needs. During the reign of Queen Elizabeth I, private persons were allowed to use the system set up for the transmission of State papers between London and Dublin by horse. Between London and Holyhead alone the journey took between 29 and 41 hours depending on the weather conditions and that did not include the time for changing of horses etc! In 1635 a royal proclamation reorganised the inland service in an attempt to make the carriage of mails self-sufficient. It was decreed that the posts should cover at least 120 miles per day and where a post existed, the public was not allowed to use alternatives. However, it was not until 1657 that an Act of Parliament established the Government's monopoly as Royal Mail and the position of Postmaster General. Mails were being carried by stagecoaches at considerably less speed than the earlier scheme for State papers. Mainly due to the atrocious roads it took six days to travel from London to Chester. Improvements were not forthcoming until the passing of the Road Acts in the eighteenth century. Special coaches for the mails accompanied by armed guards commenced in 1794 and these speeded up the mails considerably, London to Holyhead was reduced to 36 hours and accommodation was provided for five passengers.

The comparatively isolated location of the Stockton & Darlington Railway in 1825 had no influence on the carriage of mails. However, in 1830 the Liverpool & Manchester Railway connected a large developing port with a similar industrial centre and there were parties at both ends who wished to communicate and transport goods. Such were the opportunities offered that it was not long before bags of sorted mail were being carried between the two centres. By 1837, the Grand Junction Railway [Birmingham to the Liverpool & Manchester Railway] and the Liverpool & Birmingham Railway had been completed and the North Union Railway between Wigan and Preston had opened. The Post Office was quick to take advantage of this 225 mile length of railway connecting the Capital and the North. From 1839 the mail took just six hours to reach Preston needing one sorting carriage which also carried first class passengers. The night mail took a little longer. These were the forerunners of the Down and Up Special Travelling Post Offices from London [Euston] to Aberdeen that lasted until May 1993.

Meanwhile on the GWR the whole line from London to Bristol did not open until August 1840. Nevertheless, the Post Office had started to send the bulk of the mails by rail from February 1840 between Paddington and Twyford and this continued with each stepwise extension to Bristol.

The idea of sorting mail on the move came to the fore in January 1838 when a Frederick Karstadt, Post Office Surveyor, saw a way of reducing the paperwork that applied to the system then in use. The Grand Junction Railway offered to convert a horsebox for the purpose of testing the idea. The experiment was an immediate success and in May 1838 the GJR was asked to provide a permanent sorting carriage. A problem with mail bag handling at this time concerned mail bags destined for minor stations at which the train was not due to stop. They were thrown out onto the platform as the train passed through! This was how it had been done by the road mail coaches. Even at 25 mph, considerable damage could be done, both to the mails and any innocent bystander. Clearly something would have to be done to improve the situation.

From 1837 both the GJR and the Post Office designed and built apparatus for exchanging mail bags from a moving train but it was not until 1848 that a successful apparatus was accepted. However, it was 1852 before it came into operation due to a possible patent infringement.

2. Modus Operandi Of Travelling Post Offices

For the safe transfer of mail from the ground to the TPO and vice versa at speeds of up to 80mph, five items of equipment were required.

- a. **The Pouch** – pouches made of stout leather, fashioned with four flaps that wrapped over the mail bags to be transferred. Leather straps passing over and around the pouch secured the flaps. A loaded pouch could weigh anything from 20lbs[9kg] to 60lbs[27kg] when despatched from a TPO.
- b. **The Lineside Standard** – to transfer mail to a TPO, the pouch was mounted on a lineside standard. The clearance between a loaded standard and a train was less than 18inches, therefore the heads of the standards were turned away from the trackside when not in use. The postman would attach the pouches to the standards about ten minutes before the train was due, usually receiving a warning gong from the nearest signal box.
- c. **The Carriage Net** – the pouch was removed from its standard by the carriage net. The collapsible net was lowered at just the right moment if the operation was to be successful. Too soon or too late could cause serious damage to both the net and the train by lineside structures. Across the mouth of the net a wire was stretched to pull the pouch off the standard; it would drop into the net and then roll [often quite forcibly] into the carriage.
- d. **The Traductor** – to transfer mail to the lineside, the pouch was attached to the traductor. There could be more than one traductor of a carriage. There was a powerful lamp ahead of each door to illuminate the catching of the pouch in the line side net. It was a hazardous job for the operator to attach the pouch[es] to the traductor[s] and a safety bar was provided across the doorway. The traductor suspended the pouch three feet away from the carriage and five feet above the ground. The impact of the pouch being caught caused the spring-loaded traductor to return inboard, if the spring, failed a rope allowed the job to be done manually.
- e. **The Ground Net** – the pouch was removed by a wire stretched across the mouth of the ground net. The net was mounted on a substantial wooden stockade, often made from old sleepers, and as it was so close to the trackside the side of the net could be collapsed when not in use.

Various terms have been used over the years by the different railways and by the Post Office. The GWR was no orphan in this matter and some of the GWR terms used in these Notes may seem to be somewhat strange. A convention used in these Notes is that the vehicles concerned are collectively referred to as Travelling Post Office vehicles whereas maybe they should have been referred to as Post Office vehicles! There follows a rather detailed passage in the Notes listing and explaining the various names used and what they changed to since the inception of TPOs.

3. GWR Travelling Post Office Services Operating in 1937

Six Travelling Post Office services operated on the Great Western Railway in 1937 and these are listed below. In the Notes details are given after each listing of the operation and routes of each service.

- Bristol–Plymouth–Bristol Travelling Post Office
- London–Bristol–London Travelling Post Office
- South Wales Travelling Post Office
- Great Western Travelling Post Office
- Cardiff–Crewe–Cardiff Travelling Post Office
- Shrewsbury–Aberystwyth–Shrewsbury Sorting Carriage

4. Details of GWR Travelling Post Office Vehicles

Travelling Post Office vehicles built by the GWR fell into four broad groups –

- a. Clerestory roofed, 40ft. to 48ft.7in. long, built in the last decade of the 19th Century.
- b. Elliptical roofed, 70ft. long, built in 1905.
- c. Collett design, 46ft.6in. to 57ft. long.
- d. Hawksworth design, 63ft. long, built in 1947.

There now follows in the Notes a comprehensive Table giving all relevant details of the 55 standard gauge vehicles built by the GWR for the Post Office between 1883 and 1947 and also the one inherited from the Cambrian Railways at the amalgamation in 1923.

5. This section deals with the Structural features, the Livery and the Marshalling of the GWR Travelling Post Offices.
6. Section 6 lists the Allocation of the GWR TPO Rolling Stock [28 vehicles] in 1937.
7. A comprehensive listing of Drawings and Photographs is given in this section.
8. The available models are listed in section 8. Note there could be other models not known to the author of the Notes.
9. This section lists all of the reference material used in the preparation of the Notes.

10. POSTSCRIPT

B.R. built 96 Sorting Vans, 40 Stowage Vans and 9 Brake Stowage Vans between February 1959 and October 1968 based on the BR Mk.I underframe and body profile.

The Western Region received 28 Sorting Vans, 18 Stowage Vans and 6 Brake Stowage Vans and this injection of new stock enabled the retirement of TPO stock built **before** the 1930s and the transfer of most of the 1930s built TPO stock to the other Regions, in particular the London Midland and Southern Regions.

When the TPO operations finished in 2004, the Post Office offered the rolling stock to the Preservation Societies. Sixteen BR Mk.I Sorting Vans, nine Stowage Vans and three Brake Stowage Vans have thus been preserved. At least two of the preserved railways have demonstration lines where mailbag pouch exchanges can still be seen.

To finish off the Notes there follows several pages of photographs showing the various vehicles and equipment used .

New Acquisitions –

Ron Fryer – showed two large postcards depicting posters used to advertise the Liverpool Overhead Railway, he also showed a 10x8 photo of the waterfront at New Brighton on the opposite side of the Mersey to Liverpool, where Ron, as a youth, spent his Summer days. His next item was a reprint of Bradshaw's Railway map of 1907 for Great Britain and Ireland.

Ron Richards Brought along several books as follows –

- *Creating Realistic Landscapes* for Model Railways by Tony Hill, published by The Crowood Press.
- *Private Owner Wagons [A Ninth Collection]* by Keith Turton published by Lightmoor

(Continued on page 17)

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members pay a small fee at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

April

Friday	8	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	9	[4]	The Branchline assembly General Activities
Monday	11	[5]	S Scale Special Interest Group meeting – Slide/video/movie /e- photo night for S-scalers
Tuesday	12	[6]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Group Special Interest Group meeting
Wednesday	13	[7]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	15	[8]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	16	[1]	General Activities
Tuesday	19	[2]	Daylighters Group – daytime meeting
Wednesday	20	[3]	Great Western Railway Modellers Special Interest Group meeting – Double-frame 4ft. 8½in. gauge Locomotives

Friday	22		Good Friday – No meeting
Saturday	23	[4]	General Activities
Monday	25		Easter Monday/ANZAC Day – Public Holiday
Tuesday	26	[5]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Group Special Interest Group meeting
Wednesday	27	[6]	British Railways Special Interest Group meeting – BR Road Vehicles
Friday	29	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	30	[8]	General Activities

May

Monday	2		Our resident expert de-mystifies Soldering – What is it? What do you need? How do you do it?
Tuesday	3	[1]	Daylighters Group – daytime meeting
Wednesday	4	[2]	LNER Special Interest Group meeting
Friday	6	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	7	[4]	General Activities
Monday	9	[5]	S Scale Special Interest Group meeting – Exhibition up–date. Lettering and numbering vehicles. Bring and show your latest modelling project, not necessarily finished
Tuesday	10	[6]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Group Special Interest Group meeting
Wednesday	11		DCC Special Interest Group meeting – venue Naval Base
Friday	13	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	14	[8]	General Activities
Tuesday	17	[1]	Daylighters Group – daytime meeting
Wednesday	18	[2]	Great Western Railway Modellers Special Interest Group meeting – GWR Permanent Way Vehicles
Friday	20	[3]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	21	[4]	General Activities
Tuesday	24	[5]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Group Special Interest Group meeting
Wednesday	25	[6]	British Railways Special Interest Group meeting – BR Park Royal Class 103 and Cravens Class 105, 106 and 129 DMUs

Friday	27	[7]	N Scale Special Interest Group meeting – layout construction General Activities
Saturday	28	[8]	General Activities
Tuesday	31	[1]	Daylighters Group – daytime meeting
June			
Wednesday	1	[2]	LMS Modellers Special Interest Group meeting
Thursday	2		Load equipment at Clubrooms and unload equipment at Pavilion
Friday	3		0830 to 2200 set-up and transport remaining equipment.
Saturday	4		Model Railway Exhibition – open to the public – 1000 to 1700
Sunday	5		Model Railway Exhibition – open to the public – 1000 to 1700
Monday	6		Model Railway Exhibition – open to the public – 1000 to 1700 followed by take down
Tuesday	7	[3]	0830 load equipment for about two hours at the Pavilion. Daylighters Group – daytime meeting
Wednesday	8	[4]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	10	[5]	N Scale Special Interest Group meeting General Activities
Saturday	11	[6]	General Activities
Monday	13	[7]	S Scale Special Interest Group meeting – Exhibition de-brief. Modelling workshop/hints and tips
Tuesday	14	[8]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Friday	17	[1]	N Scale Special Interest Group meeting General Activities
Saturday	18	[2]	General Activities
Tuesday	21	[3]	Daylighters Group – daytime meeting
Wednesday	22	[4]	Great Western Railway Modellers Special Interest Group meeting – Features of GWR Track work
Friday	24	[5]	N Scale Special Interest Group meeting General Activities
Saturday	25		The Branchline assembly General Activities
Tuesday	28	[6]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	29	[7]	British Railways Special Interest Group meeting – BR Well Wagons, Trestle Wagons and Machinery Wagons

July

Friday	1 [8]	N Scale Special Interest Group meeting General Activities
Saturday	2 [1]	General Activities

(Continued from page 13)

Press.

- *Britain's Model Trains 2011* by Model Rail, Issue 3.
- Hornby Magazine Calendar 2011. Sponsored by Hornby.

Alan Porter showed four Oxford Diecast Vehicles –

- Bedford TK Barrel Truck – WATNEYS
- Leyland TLM Fire Engine, Simon Snorkel apparatus. LONDON FIRE BRIGADE
- Bob's Hot Dogs Mobile Trailer
- Bedford TK Van containing a 52 keyless Dean Fairground Organ 'BRI-DEE'

Roger Solly Showed his new Ozito mini drill available from Bunnings, that he got for Christmas from himself.

Doing Things –

Alan Porter – is still working on his ore wagons.

John Brenchley – showed the finished pop-up Waddington's building that he first showed us in a very much unfinished state at a previous meeting, very ingenious. He also showed us some self-adhesive brick and slate paper. He is chasing up the supplier in the UK to see if they are still available in all scales.

Doug Firth – showed a Ratio kit of a Southern Van built at Ashford during WWII for the Southern Railway and other railways including the GWR. He also showed his model of a Shunters truck that he has made by adapting a one-plank wagon.

A full set of the Facilitation Notes is available on request.

Great Western Railway Modellers Special Interest Group. The subject for the February meeting was the Coaling and Watering of GWR Steam Locomotives. These two functions were both required for the efficient operation of GWR steam locomotives and the provision of coal and water was often combined, especially at the larger depots, however they were often provided at separate locations.

1. Coaling of GWR Steam Locomotives

The Great Western Railway was unique amongst the Big Four in **not** mechanising the handling of coal for its steam locomotives – the LMS, the LNER and the SR all built mechanical coaling plants in the late 1920s and the 1930s wherein full wagons of loco coal were lifted up and tipped into a large concrete bunker. In some cases there were two separate bunker compartments in the structure – one with a better grade of coal for top-link locomotives and the other with a lower grade of coal for locomotives on more humble duties.

The locomotives were then coaled up by standing immediately below the mouth of the bunker and the required amount of loco coal was discharged into the locomotive's tender or bunker. No hard manual work with shovelling coal from one place to another but still very dusty, although water sprays were provided to keep the dust down.

The GWR remained wedded to manual handling of locomotive coal throughout its existence and although this was usually claimed to be due to the softness and friability of the Welsh coals with which many [but not all] GWR locomotives were fuelled, it is probably not the true reason. One would have thought that nationalisation of the GWR in 1948 might have accelerated a move towards mechanical handling of loco coal, especially at places like Old Oak Common. However, whether for reasons of politics or economy nothing happened and the Western Region remained firmly devoted to hand coaling.

Turning to the quality of the coal itself – the best bituminous South Wales coal was used in GWR engines intended for fast and heavy passenger trains, whereas a mixture of hard Yorkshire, North Wales or Staffordshire with second-grade South Wales coals was for GWR trains of lesser importance. The GWR's manual coal handling system gave the opportunity for making up mixtures for specific locomotives. There were two types of hand coaling equipment as follows –

- a. The simplest was an elevated timber platform with its floor at the same height as that of the loco coal wagons. The coal was then shovelled either onto the platform or directly into the tender or bunker of a waiting locomotive. This was done by using a 5cwt [560lbs or 250kg] bucket with a lifting frame pivoted at around 2ft. above the base. These buckets were filled with coal at platform level and then hoisted up by a hand operated crane and swung out over the tender or bunker and tipped easily into the empty space.
- b. The most common GWR coaling stage was the elevated type where a rake of loco coal wagons would be propelled up a gradient and through a building where the track was level and thence onto a rising gradient where their hand-brakes would be applied. When required, the appropriate number of wagons would have their hand-brakes released and be allowed to gravitate down to the level track section within the building when the hand-brakes would again be applied. The floor inside the building was sheeted with steel sheets to enable steel tubs holding 10cwt [510kg] of coal and fitted with four flangeless wheels to be moved around within the building by hand with relative ease! When emptied the loco coal wagons had their hand-brakes released and they were moved onto the gradient up which they had previously been propelled and allowed to run under hand-brake control to the bottom of the gradient for later removal by the shed pilot.

When required the tubs were pushed across the steel floor of the building to a protruding coal tip in the side of the building adjacent to the road on which the locomotives came to be coaled. These coal tips were hinged flaps that fell down from a vertical position to the horizontal when contacted by the front edge of the tub. The tub was pushed out onto the horizontal flap until its flangeless leading wheels contacted the curved stops at the outer end of the flap. The leading end of the tub was hinged at the top and was kept closed by a simple catch which was operated at the rear end of the tub. When the tub was above the locomotive's tender or bunker, the leading end was opened by releasing the catch and the coal began to fall out. Due to the very central location of the flangeless wheels, it was relatively easy now for the tub to be lifted at the rear end and the entire contents would then slide out hopefully into the vacant tender.

To use the words of the GWR . . . *The operation is quite simple; there is nothing to go wrong. The work, however, is arduous and very dirty but water sprays are provided on the coal stage to minimise the dust as far as possible.*

2. Watering of GWR Steam Locomotives

There were three ways in which GWR steam locomotives could be topped up with water –

- i. from a water column located at a loco shed, at platform end, etc.
- ii. from an overhead water tank which had a water crane directly attached.
- iii. from a water trough located along the line and between the rails. As these were exceptionally long [at least 250metres] they would very, very rarely be modelled so we will ignore them by not referring to them again.

i. **Water Columns** – GWR water columns had a very distinctive style. They had a very heavy 1ft. dia. cast iron supporting column through which the water supply pipe ran and thus they were fairly immune from freezing up in cold weather. At the top of the supporting column, there was a rotating flange which when not in use could be locked into a safe position. Above the flange was an 18in. dia. ball from which came the horizontal 9in. dia. water supply pipe. At the outer end of this horizontal pipe was the canvas bag [about 7ft long] to place in the hinged-lidded water fillers on the tender or tank tops. A chain was attached to the end of the horizontal pipe to enable the assembly to be rotated and thereby have the bag fairly vertical when dispensing water into a locomotive. As the horizontal pipe might still have some water in it after use, this was likely to freeze solid in cold weather and to overcome this a fire devil with a 7ft [or higher] chimney was located beneath it. The chimney was usually braced back onto the supporting column.

ii. **Overhead Water Tanks** – These fell into two different styles –

- a. **Pillar Tanks** – These were supported on a central pillar up which the water supply piping ran. These cylindrical tanks often had a conical top – a distinctly GWR feature – but flat roofed and perhaps even open tanks were also in GWR service. There were other slight differences in design also. There was almost always a water supply facility for locomotives. This was a short horizontal pipe pivoted from a substantial bracket off the pillar and the support base of the tank. It had the usual canvas bag at its end and a chain to pull the pipe back and forth. A fire-devil was also a feature of the set-up.
- b. **Rectangular Tanks** – These came in a variety of sizes but usually all of the same height. They were either riveted or assembled from cast or fabricated components and variously supported, often on top of the elevated coaling stage or the engine shed or by cast iron corner pillars with elaborate brackets and frills. The rectangular water tank at Old Oak Common matched the dimensions of the coaling stage [104ft x 59ft.6in.] and held 290,000gallons [1.3mill.litres] and when full weighed 1,500 tonnes! The smaller size rectangular overhead tanks often had the same type of water supply facility as did the pillar tanks.

The Notes then list the models available as well as the references used for the Notes. These were followed by several very interesting photographs of the subject matter.

New Acquisitions

Ron Fryer – showed two road vehicles from the Corgi OO Trackside Series, a Scammell Scarab Flat bed Trailer with load and a GWR Dennis F12 Merryweather Fire Engine painted red but

unnamed and blank registration plates.

John Maker – showed a variety of modeller's tools –

- Kit of 14 Drill bits 1.05mm to 2mm
- Professional Sanding Film 10pk [150 – 1000 grit]
- Pk of two super soft modeller's brushes
- Pk of 10 diamond files 150 grit [different Shapes]
- Pr of tweezers [ideal for very small pickups]
- Easi-Chuck for small OZITO Drill [Hex. drive]
- Archimedes Drill small size
- Small pair of hooked nose pliers [very fine points]

All these are available from one of our Exhibition retailers

Ron Richards – showed his latest acquisition, a Hornby GWR 28xx Class 2–8–0 No. 2818. A very nice model.

Steve Rayner – showed two Oxford Diecast N scale model cars – an old English white Daimler limousine and black Daimler Hearse.

He also showed an Oxford Diecast OO South Australian Leyland TLM Simon Snorkel Fire Engine.

Alan Porter – showed his copy of the book *Creating Realistic Landscapes for Model Railways* by Tony Hill published by The Crowood Press.

He next showed his latest three versions of the Dapol Stove Van, in BR Crimson, LMS Maroon, black ends and LMS lined Maroon with maroon ends. His last item was a Bachmann Bulk Cement Presflo wagon in bauxite.

Roger Solly – showed a book *Heath Robinson – Railway Ribaldry* published by Duckworth for the GWR Centenary. He also showed a Photostat copy of the *Early Morning Milk Train* by Emmett and published by John Murray, London.

Doug Firth – showed a new book *GWR Country Stations* by Chris Leigh.

Doing Things

Ron Fryer – showed the addition/alterations that he has made to the Oxford Diecast model of the fairground organ by adding a little speaker into the body of the Van , connecting it to a Walkman and playing suitable organ music through it. Quite effective.

Alan Porter – gave an account of the faults on the new Dapol Stove Van and how he has overcome them. At least he will know what to do on the three new ones that he has just received. He also showed just what he intends to do to the new Bachmann Presflo cement wagon to bring it up to scratch.

A full set of the Facilitation Notes is available on request.

S Scale Special Interest Group. The Group's February meeting was well attended by 35 members who came along to enjoy the fellowship of the Group, to view the latest models on show

and to hear the latest ideas on scratch-building structures in S scale.

Graham Watson welcomed any new members, particularly Cassidy Newland from Manjimup. Graham then invited members to speak on any news or items of general interest.

Bill Grey said he thought the next issue of the Australian SN Modeller should be delivered before the next meeting and he welcomed articles from the membership, suitable for future issues. Stuart Mackay reported that the delivery of V class kits was continuing and this would be the case for most of the coming year. Stuart also informed the Group that a MRWA A class kit is in the making as well.

Rob Clark spoke about the Sn3½ blog which he said was there for everyone to enjoy. Rob has done a fantastic job of getting the site up and running and it had had over 2000 hits to date. Unlike the Australian SN Modeller, the blog will be more focussed on the WA scene but it will have the similar goals of promoting the scale and the hobby. Again, it will only be as good as the members' contributions can make it.

Graham Watson reported that North Yard of NZ has been very responsive to orders from the West since the new management took over from the late Graham Selman last year. Graham announced that Railwest would soon have a new one piece EA 4 wheel cool van kit available and a one piece Z van kit is in the pipeline.

Doug Firth showed the progress he has been making with his S class locomotive and the E van he has been building with the curved roof made using the Railwest rollers.

Crispian Fitzhardinge showed a number of yellow wagons he has been assembling in yellow livery from Railwest kits. The wagons included a KA, GE and an NA sleeper wagon kit-bashed from a KA kit. Cris also showed his yellow guard's van, assembled from an earlier Railwest Models kit.

Rob Clark reported that Midland Games World was selling diecast BE falcons in 1/64th scale for \$5.

The topic for the evening was structures and the latest ideas and materials to use.

Graham Watson showed some weatherboard from Wills which was thick enough to support itself as well as some Wills rustic corrugated iron. There was also some Evergreen novelty siding and clapboard which was used on WAGR buildings as well as some Ratio corrugated iron id white styrene. Graham also spoke about the use of Scale Scenes photos of buildings and structures which can be adapted to any scale.

Richard Stallard showed his coal hopper built in NE Timber and Mt Albert Matchwood with a conveyor with chains made using information from a 1912 catalogue he found on the web. The hopper takes pride of place next to the loco shed on his Marbellup Valley railway layout. Richard used aliphatic resin wood glue to join the timber which is available from Stanbridges.

Gary Gray showed his 70' turntable which he built for his layout and **Ray Cooper** showed the Yarloop station building he built in photo/Swedish board. The roof is in corrugated metal which Ray cut using a Micro-Mart cutting board. Ray also showed the impressive water tower which has been described at a previous meeting.

Brian Norris showed a range of structures which he scratch-built in styrene for his Chidlow layout. They included a footbridge based on the one at old Subiaco and a plan held by our Branch. He also showed his Chidlow's Goods Shed and the Koojeddah Signal Box which can now be seen at

Kwinana. There were also two water tanks made from Railwest kits and other lineside structures including toilets and a goods platform using tile grout as the main surface medium. A fantastic collection of buildings all built by Brian in styrene sheet and strip.

Doug Firth spoke briefly about the use of paper in modelling and he may be talked into giving the Group a talk on that subject at the April meeting.

At the March meeting Graham reminded members about Enthusiasts Day at the Museum on Sunday 15 May. Graham said he will be in Melbourne that weekend with four other members and Stuart Mackay has offered to organise a stand displaying the WAGR/MRWA locomotives that we build. He hoped others would bring along their locos and man the display. Stuart will email members to ascertain those who want to be involved and are willing to bring along a locomotive or three.

During the bring and show segment the new one piece kit of the WAGR guards van was unveiled by Graham Watson.

Stuart Mackay showed the first assembled MRWA A class locomotive from his latest kit. Originally Graham made some patterns and castings for the tender which is an ideal starting point for the A class, albeit with some minor modification. Stuart has made a cab, a boiler and mainframe/running board unit also in urethane. The brass and white metal bits including the bogies and wheels are from North Yard or Railwest Models. Stuart thanked Graham, Lynton Englund and Phil Knife for their encouragement and inspiration and to those who plan to use the parts to build their own model of the MRWA A class. It will be a fairly easy and inexpensive kit to build but does require an IHC (Mehano) 2-8-2 Mikado chassis which are available on e-bay.



Model of the MRWA A class 2-8-2 locomotive

Peter Edwards commented on the detail and crispness of the castings. It will be a wonderful addition to any WA Sn3½ layout.

Doug Firth showed the progress he is making with his two EA vans and described how he used a time-honoured method to curve the roofs.

Murray Rowe continues to be busy, showing two BE cattle wagons, one painted in Holts red primer and one in White Knight red Primer, the latter sold by Bunnings for \$3.50. There was also an AGS shower car, a P van and a ZJ guards van, all assembled from Railwest or GA Models kits and nicely painted in the livery of the late steam era. Kieran Wright showed some diecast cars and a Viscount caravan in 1/64th scale from Midland Games World. It was reported that Peter Dallimore, the proprietor of Stanbridges expects that the S scale model of the EH Holden will be in Hobby shops in June.

Ray Cooper has been very busy as he showed with two Z guard's vans [one brown and the other in green) and 5 wagons all with loads [two GE's with tarps made from treated and coloured cartridge paper, two small D vans and a GA with a load of folded tarps made from tea bags, without the tea leaves!].

The March meeting saw 36 members turn up to watch 150 of over 400 slides from the late Bob Taylor's slide collection which is archived at the ARHS Museum. Bob was a member of the Historical Society when he died in the early eighties at a relatively young age of 51 from cancer. Almost all of the photographs were taken in 1962-3 between Perth and Albany. Many of them were taken near Bassendean which was close to where Bob lived at the time. They are meticulously documented and are a great asset to the Museum Archives. There were shots of many locos such as the Pr, W and V, of course, but also many locations including places on the Bowelling-Darkan cross-country line and the Pinjarra-Boddington line. Tour trains were in evidence as were Australinds, Wildflowers and Governors. Of particular interest was the Cs locos [Jarrah] at Banksiadale on the WAGR timberline. AMRA members were not disappointed and copies of the slides can be down loaded onto a thumb-drive by arrangement with the Archivist.

Both the February and March meetings were highly informative and interesting, as usual, so if you are at all interested it is good to know that we meet on the second Monday of every month at 2000 at the AMRA Clubrooms in Moojebing St, Bayswater. New members and visitors are always welcome.

Graham Watson and Stuart Mackay can be contacted for general information about the S Scale Group and the support on offer. Bill Gray is the new Editor of the ASNM. He is always seeking articles of the magazine and his email is <william_gray@optusnet.com.au>

LMS Modellers Special Interest Group. As reported in the February issue of *The Branchline*, the Group has exhausted all possible topics relating to modelling the LMS for its future meetings but the Group will continue to meet on the first Wednesday of each even-numbered month for discussion on LMS matters, perhaps a look at a video or DVD relating to the LMS or to modelling or perhaps to run an LMS train. The meetings will continue with the New Acquisitions and Current Projects segments that have been features of previous meetings.

At the Group's February meeting, **Steve Rayner** showed a second-hand Graham Farish by Bachmann N scale model of an ex-LMS Crab 2-6-0 which he had acquired from Maylands Model Railways. He also showed a pair of Oxford Diecast N scale AEC RF single deck buses, one in Greenline green livery on Route 704 and one in London Transport [Central] red livery on Route 290. Those with sharp eyesight were even able to read the destination blind for Route 704 was

Tunbridge Wells to Windsor and for Route 290 *Hammersmith, to Chiswick Broadway*. Extensive research after the meeting revealed that –

- a RFs operated on Route 704 from 1951 to 1966
- b Route 290 did not exist until 1968 when it replaced Route 90C. Originally it ran from Hammersmith [Metropolitan] Station to Richmond [Bus Station] and it still exists having progressively migrated westwards and is now Twickenham to Staines [Sainsbury's]. The Internet even gives the current timetable for weekdays and for Sundays!

Shane Busing had an *LMS Handbook* by David Wragg, recently published by Haynes Publishing, £19.95 but cheaper at Amazon, etc. This general history of the LMS is better than those that have preceded it – it had 250 pages, 37 of which were devoted to Appendices listing all the MPDs, the locomotives absorbed at the Grouping, the locomotives handed over to BR in 1948, LMS locomotive numbering and the naming of LMS standard locomotives. Casebound and printed on good quality paper, it tempted your scribe to go onto the Internet and order a copy!

Your scribe [alias **Alan Porter**] showed a Bachmann *William Wood & Sons* 7-plank private owner wagon that he had missed out on at Hattons, due apparently to being asleep at the wheel when it had been available. John Maker had shown him how to Google for it by entering the wagon's name, going to Search and hey presto! – up came a list of dealers in UK who still had it in stock. Out with the Visa card or going down the PayPal route and it was here in less than a week!

He showed a book, *Creating Realistic Landscapes for Model Railways* by Tony Hill, purchased similarly after Ron Richards had shown it at a meeting of the Great Western Railway Modellers Special Interest Group [yes, your scribe does slink into meetings of that mob but only because William Stanier, rescuer of the LMS, came from Swindon!]. It covers cuttings, cliff faces, rocky outcrops, grass, vegetation, water marginals and flowers, water, trees, fences, walls and hedges. OK, most of this has been done in books by others but the section on trees is particularly useful.

He also showed a book *Raymond Williams' LMS Steam in the Thirties* by Peter J. Boswell and R.J. Essery that he had acquired some time ago from Midland Counties Publications [now Ian Allan Plus].

Finally, he showed the first of the four LMS Stove R 6-wheel passenger parcels brake vans that he had ordered from Ian Allan Publishing and which he had received during January. *Hornby Magazine* [part of the Ian Allan empire] had commissioned these from Dapol, following the very successful commission which the N Gauge Society had placed on Dapol a year or so ago. The body of the vehicle [in the later BR maroon livery] was quite well done with lots of detail bits and pieces, although the horizontal bars on the guard's access door were wrong – the poor chap would not be able to open the door from the inside nor be able to lean out to wave his green flag or lamp!

The underframe was a different matter – Dapol had opted for a sliding centre axle [as had Hornby with their Palethorpe's 6-wheel sausage van] but in addition they had made the outer axles able to swivel, presumably to allow the vehicle to get around a second radius curve. This feature had led to the use of 12mm wheels [= 3ft. diameter] instead of the more correct 14mm wheels and this had made the vehicle look like a ballet dancer on points. It also aggravated the look of the brake blocks that were set too far away from the wheel tyres anyway and were designed for 14mm wheels. The swivelling feature also seemed to be the cause of derailments on complex track, such as Peco single and double slips. Alan outlined the ideas he had for improving these deficiencies.

The Group's April meeting will have been held on 6 April [after the deadline for this issue of *The Branchline*] and it is expected that it will follow the pattern of what happened at the February

meeting. The next meeting will be held on Wednesday 1 June so if you're an LMS modeller, come along and join in!

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Tom Stokes	9275 4508
Great Western Railway Modellers	Roger Solly	9444 7812
Large Scale	Graham Bell	9295 4461
LNER	Steve Rayner	9379 1147
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

From the Scribe's Quill

Meeting No 343 – February 2011. The major items of business dealt with at this meeting were –

- The Treasurer spoke to the monthly financial statements attached, advising that AMRA had received a bill for Additional Tax in 2008/09 of \$13210.42.
- This year's Exhibition should have about 70 exhibits. All planning is well in hand with *WesterNRidge* making its debut.
- There is always a requirement for free standing screens at the Exhibition. The Branch will build some lightweight screens for Exhibition use, utilising stocks of aluminium channel already held in our Clubrooms

Meeting No 344 – March 2011. The major items of business dealt with at this meeting were –

- There will be 72 exhibits at the Exhibition. We will also utilise half the Silver Jubilee Pavilion to display adequately this large number of attractions. Arrangements are generally well in hand, with an initial draft of the proposed floor plan considered during the meeting.
- The Treasurer advised that he had discovered another petty theft from the refrigerator on 23 March. Although the amount stolen was small, that someone is stealing from us at all is disappointing.
- The AMRA 60th Anniversary celebrations will occur in Melbourne 13–16 May.
- The President advised of the passing of Jim Bond who has requested that AMRA dispose of his model railway collection. The Public Trustee will hand over some 22 boxes to our President at a time to be decided. Items will be on sale through Moojebing Market, once they have been checked against the Executor's catalogue.

The next few Committee meetings will be held on Thursday 21 April, 19 May and 23 June. Branch members are welcome to attend. Meetings usually start at 1930 and complete about 2200.

Membership Matters

We extend a very warm welcome to Ben Pasquill of Ellenbrook, who modelling interest is in HO/OO.

We look forward to seeing you at our Clubrooms. On your first visit please make yourself known to our Duty Officer who will arrange to show you round our facilities and introduce you to some of your fellow members.

John Maker
Branch Membership Coordinator

The English Language – 3 – UP

A two-letter word that, perhaps, has more meanings than any other two-letter word, is **UP**.

It's easy to understand – **UP**, meaning toward the sky or at the top of the list, but when we awaken in the morning, why do we wake **UP**? At a meeting, why does a topic come **UP**? Why do we speak **UP** and why are the officers **UP** for election and why is it **UP** to the secretary to write **UP** a report?

We call **UP** our friends. We use it to brighten **UP** a room, polish **UP** the silver; we warm **UP** the leftovers and clean **UP** the kitchen. We lock **UP** the house and some guys fix **UP** the old car. At other times the little word has real special meaning. People stir **UP** trouble, line **UP** for tickets, work **UP** an appetite and think **UP** excuses.

To be dressed is one thing, but to be dressed **UP** is special. And this **UP** is confusing: A drain must be opened **UP** because it is stopped **UP**. We open **UP** a store in the morning but we close it **UP** at night.

We seem to be pretty mixed **UP** about **UP**! To be knowledgeable about the proper uses of **UP**, look the word **UP** in the dictionary. In a desk-sized dictionary, it takes **UP** almost one quarter of the page and can add **UP** to about thirty definitions. If you are **UP** to it, you might try building **UP** a list of the many ways **UP** is used. It will take **UP** a lot of your time but if you don't give **UP**, you may wind **UP** with a hundred or more.

When it threatens to rain, we say it is clouding **UP**. When the sun comes out we say it is clearing **UP**. When it rains, it wets the earth and often messes things **UP**. When it doesn't rain for awhile, things dry **UP**.

One could go on and on but I'll wrap it **UP**, for now my time is **UP**, so it is time for me to shut **UP**! Now it's **UP** to you!!!!

Please Don't Sit On The Bl***y Track!!!

Unfortunately some members – mostly those who go outside for a smoke, are using the outside large scale railway as a seat. It is **not a bl***y seat**.

We built the layout originally using a thick board made from recycled plastic for the track surface and it has not proved as strong as the makers claimed, so we have added additional reinforcing structure underneath.

Damage is being done due to the weight of people sitting on it, bending the support structure

Achtung!!

24,000,000,000,000μν

backensyde keepen off!

trak zittin verbotem

Ze Fatten Kontroller iz order

between uprights and it also causing the board joints to sag, so we are having to do repair and re-leveling work on the layout with some frequency.

The loading of several 80 kilo blokes parked on it is a lot more than it is designed for, so please don't do it

We've repaired and rebuilt the seating out there, so there is somewhere to sit and even a table, so please help us by not sitting on the

railway. Just to remind you this sign may appear on the tracks.

Jim Gregg
Large Scale Group

Forwarding Emails

This is advice from a Network Administrator responsible for all of the computers at a very large corporation it is an excellent message that absolutely applies to all of us who send emails.

Please read the short letter below, even if you're sure you already follow proper procedures.

Do you really know how to forward emails? 50% of us do; 50% do not. Do you wonder why you get viruses or junk mail? Do you hate it? Every time you forward an email there is information left over from the people who received the message before you did, namely their email addresses and names. As the messages get forwarded along, the list of addresses builds and all it takes is for one person to get a virus, and their computer can send that virus to every email address that has come across his computer.

Or, someone can take all of those addresses and sell them or send junk mail to them in the hope that you will go to the site and he will make five cents for each hit. That's right, all of that inconvenience over a nickel!

How do you stop it? There are several easy steps. Try the following if you haven't done it before –

1. Click the **FORWARD** button this gives you full editing capabilities
2. Then, **delete** all of the other addresses and other information that appears in the body of the message [at the top and any identifying information/security warnings at the end].

Whenever you send an email to more than one person, **do not** use the To: or Cc: fields for adding email addresses.

Always use the BCC:([blind carbon copy]) field for listing **all** the email addresses. This is the way the people you send to will only see their own email address. If you don't see your BCC: option click on where it says "To" and your address list will appear. Then select the address and choose

BCC: and that's it, it's that easy. Continue to choose other addresses as required and use BCC. When you send to BCC: your message will automatically say 'Undisclosed Recipients in the 'TO:' field of the people who receive it.

Remove any 'FW :' in the subject line. You can re-name the subject if you wish or even fix spelling.

Email petitions, these state a position and ask you to add your name and address and to forward it to 10 or 15 people or your entire address book. Your email can be forwarded on and on and can collect thousands of names and email addresses.

Fact – The completed petition is actually worth a couple of bucks to a professional spammer because of the wealth of valid names and email addresses contained therein. **Never ever** put your email address on any petition.

If you want to support the petition, send it as your own personal letter to the intended recipient. It may carry more weight as a personal letter than a laundry list of names and email addresses on a petition.

Most e-mail petitions that are forwarded with just a list of names are worthless because they do not fully identify the signer by street address, etc. Nor does it prove that the signer really signed it.

Some of the other emails to delete and not forward are –

- a. The one that says something like, 'Send this email to 10 people and you'll see something great happen,' or sometimes they'll say, 'something really cute will happen.' **It won't happen!!!!**
- b. Don't let the bad luck ones scare you either, they should be deleted.
- c. **Before** you forward an 'Amber Alert, or a 'Virus Alert, or some of the other emails floating around nowadays, check them out before you forward them. Some of them are junk mail that's been circling the net for years! Just about everything you receive in an email that is in question can be checked out at www.snopes.com or www.truthorfiction.com or www.factcheck.com. It's easy to find out if it's real or not. If it's not true, please don't pass it on.

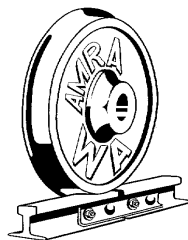
So please, in the future, let's stop the junk mail and the viruses. Also get rid of the advertisements at the bottom of your emails, including those silly "FREE animations for your email – by IncrediMail" – with the swinging monkey telling you to Click Here! You pay for your internet, why advertise free for them? If they want you to display their advertisement let them pay you to use your space!!!!

Another trap at the end of emails which have originated from or through a company computer is that they often have company information and sometimes a written or digital signature – these must also be deleted.

This is something that **should** be forwarded to everyone you send or swap emails with – if you want a copy of this text please request it by email [my email address is on page 2].

Ted

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amra-wa-branch.asn.au

Issue 210

April 2012

Vol 35 No. 2

Frans' Fatidic

It is with great sadness that we have to report the passing of two of our members, Rex Vellender and Wern Dunwoodie, both exquisite modellers. Some of their work can be seen in the display cupboard and on the *WesterN-Ridge* layout. Both were kind and gentle gentlemen and will be sadly missed.

Our condolences have been passed to the respective families. Both funeral services were attended by Branch members.

The ground work for the building extension is slowly going ahead, thanks go to Ron Fryer for taking on such a difficult task.

A vote of thanks goes to Ron Keen for donating a complete N Gauge layout, which needs scenic work done on it [any volunteers?], it will be a very good layout to take to shows and Exhibitions. Also thanks to Bart Schreuders for donating model railway items for us to make use of.

There is also a model railway layout [oldish] that maybe of interest to someone for a small donation.

As the Model Railway Exhibition is getting closer please consider volunteering to help at the Exhibition – see the various Exhibition articles in this issue for further details.

In another part of this issue of *The Branchline* I have set out a comparison between the organisation and rules for AMRA's Sydney Exhibition and our Exhibitions – some interesting and thought provoking ideas which we may consider using in future exhibitions – [see page 31. Ed.]

Frans Ponjee
Branch President.

**Australian Model Railway
Association Western Australian
Branch [Inc.]**
PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

Graham Bell – 9295 4461
email – agrohbell@bigpond.com

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Committee

Trevor Burke – 9398 4330
email – trevorburke@bigpond.com

Niels Kroyer – 9315 9635
email – njtskroyer@westnet.com.au

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

Exhibition Manager's Report

Enclosed in this issue are the normal forms for members to volunteer to assist with the many tasks that need to be done, please help your Branch by volunteering – even a small amount of time is better than none.

This year both the Robinson and Silver Jubilee Pavilions will be used with the entrance and exit being at the Silver Jubilee Pavilion. Staff amenities will be in the link between the two pavilions and also upstairs in the Silver Jubilee Pavilion.

Opening times this year will Saturday and Sunday 0930 to 1630 and Monday 0930 to 1600, setting up will be on Thursday and Friday from 0800 to 2000.

A floor plan will be on show from the first week in May.

We are negotiating with the caterers regarding lunch deals for Exhibitors, will keep you posted on this.

We have 18 Retailers 14 Clubs and Kindred Societies and 22 private but we may have two or three more layouts coming in, most of the private layouts are new this year.

We will be using the AMC display boxes which need to be cleaned and made ready for the Exhibition – have we got any volunteers.

We also need to look at barricading and other items that need to go to the Exhibition so, from the middle of April, we will need volunteers Tuesdays and Saturdays to help with the sorting out of the Exhibition items.

There will be a meeting for those involved in the Exhibition on Thursday 3 May at 1930 sharp.

The Electrician will be in our Clubrooms on Saturday 5 May and Saturday 12 May between 1330 and 1630 to tag mains powered electrical items, cost will be \$3 per item.

Frans Ponjee
Exhibition Manager

Vale Rex Vellender

[1927–2012]

It is with great sadness that we note the passing of Rex Vellender [Member No. 4021]. Rex was born in

Winchcombe, Gloucestershire and came to Western Australia as an infant. His parents took up a Group Settlement lot near Margaret River. The Group Settlement venture was not successful for many reasons and the family eventually settled at Armadale. Rex was almost 13 when WWII broke out. He worked as a postman and linesman with the PMG during the war but enlisted in the Australian army when he turned 18 in February, 1945. Rex served overseas with the Australian Army in the occupation of Japan following WWII.

Following his military service Rex trained as a carpenter – he used his skills building houses including two of his own family homes at Lathlain and Mandurah. Later on Rex worked for a number of years with Cullity Timbers at their factory near the former Lathlain railway station on the south suburban Railway. Rex retired from Cullity's in the 1980s and enjoyed a well deserved retirement.

Rex has been a member of the AMRA and its WA Branch for over twenty years and his particular interest was in the modelling of the 3'6" gauge railways of Western Australia in S scale.

Prior to joining the S Scale Group Rex was a skilled model boat and plane builder who worked in Balsa as much as we railway modellers use styrene, brass, white-metal, plastic and urethane. Rex became a member of the S Scale Special Interest Group when it was established in 1989. He built a fine model of an ADE Governor class DE railcar and an ADT trailer and was one of the first members to assemble a Railwest Models brass and white metal G class kit during the 1990s. Rex also assembled a Z class shunter and a range of Railwest wagon kits and an ACL coach.

Rex used his skills with wood to make many York train boxes, at cost, for a number of members of the S Scale group. Rex was interested and knowledgeable in many different types of wood. He built a very nice display cabinet for one of our members [at cost] in Polonia, a type of straight grained, soft, blonde-wood which stains and varnishes extremely well. Rex was always willing to try new things.

When the major modifications were made to the *Swan View* layout in 2002, which involved the dual track returns and 10-road fiddle yard, Rex lent his carpentry expertise and leadership to produce the structural base-boards and curved sky-boards for the project. He also worked on completing the *Boyanup* layout.

Instead of being a drain on the funds of our Branch the S Scale Group decided to make personal donations and hold a raffle to offset the cost of the renovations to *Swan View*. The first prize was a very nice York Box which was built and donated by Rex. The donations by Group members and the raffle raised over \$200 which helped finance a bigger and better *Swan View*. Honorary Life Member Simon Mead is the proud owner of that York Box. So it is with thanks to members like Rex that the Branch has a fine, award winning *Swan View* layout for all Branch members to enjoy.

Before age and ill health began to catch up on Rex he always gave his time generously to our Branch particularly at the annual Model Railway Exhibitions and to the Bennet Brook Railway narrow gauge railway at Whiteman Park.

Thanks Rex for your friendship and help. You will be missed, not only as a husband to Eilidh, father to Kay and Lyn and as a grandfather and great grandfather, but also as an unselfish and valued member of AMRA's Western Australian Branch.

[Editor's Note. Stuart Mackay and Graham Watson provided this Valediction – thank you both.]

Vale Wernham [Wern] Dunwoodie

Wern left us in the early hours of Sunday 18 March after a short fight with cancer.

I first met Wern about ten years ago when the construction of the N Scale layout *WesterN-Ridge* started, he dressed all the pine and built all the frames for the base of the layout.

Ian Wood called a meeting of the N Scalers to ask for volunteers to construct various section, Wern and I ended up with the engine servicing facilities project. We were meant to have two separate modules but Wern thought a better idea would be to bolt the modules together. Bolting was not good enough so he spread a large amount of glue on the two frames, stating that they would now be together for all time!!

Wern was an expert at building difficult modules from scratch. The bridge on *WesterN-Ridge* is a fine example of his skill. This was constructed of N and HO scale track, using a photograph of a bridge on the Tom Price line – a Branch member was heard to comment, “I know this structure as I worked on it!” Another member, an engineer, said that from an engineering point of view the bridge ‘worked’.

Wern and I attended N Scale Conferences in Brisbane and Adelaide and, at the latter, he entered the model in a competition and won an Honourable Mention.

His other skills lay in electronics. A number of these projects can be seen on the layout – these include a welder in the workshops, flashing lights and bells on a crossing, scratch built working oil pumps [nodding donkeys], lights in N scale cars and a crash scene with flashing lights on the various emergency vehicles plus a number of other projects, too many to list.

You only had to ask Wern about a problem, he would not only tell you how to fix it but most times would take it home and fix it himself.

One of my prized possessions is an N scale guard on my station, waving a red lantern – how he built this defies comprehension.

Over lunch on many Tuesday meetings Wern would always contribute some words of wisdom, like the time we were discussing horse racing – Wern had, at one time, been a jockey. “Never bet on a horse race!! The owners don’t know who will win, neither do the trainers or horses, just ask the jockeys”.

Wern’s legacy will be with us as long as *WesterN-Ridge* is in operation, with the *Wern Dunwoodie Bridge* a lasting monument to his modelling skills.

He was a good friend to all and will be sorely missed.

Happy Modelling, Mate.

[Editor’s Note. Bob Phelps provided this Valediction – thank you.]

Important Notice – 1

Electrical Equipment Safety Checks

Strict safety regulations require all electrical equipment and power cables to be tested and tagged for the Exhibition.

This year it is up to each Exhibitor to make sure their items are properly tagged – an out of date safety tag means the equipment **cannot** be used at the Exhibition – ***don't say you were not told!!***

An electrician [Eric Thomas] will be in our Clubrooms to test and tag all electrical equipment on Saturdays 5 and 12 May 2012 between 1330 and 1630. The cost will be \$3.00 per item payable on the day.

Important Notice – 2 Roster Forms, etc.

The Exhibition will be staged in the Robinson and Silver Jubilee Pavilions at the Showgrounds, over the Foundation Day long weekend – Saturday 2 June, Sunday 3 June and Monday 4 June.

Included with this issue of *The Branchline* is a Roster Form, some hand bills and a poster. **Note** – if you receive your copy of *The Branchline* electronically the Roster Form, handbills and poster will also be sent to you electronically as printable .pdf files. Please print these off, complete and return the Roster Form, print several pages of handbills and cut each sheet into four handbills and distribute locally as requested below – if you need more handbills they will be available in our Clubrooms.

I am asking you all to put your name forward with the times you know will fit in with your other commitments. If everyone is able to take one or more slots over the three days this will make it a more even and enjoyable weekend for everyone involved in this year's Exhibition.

Please return the form by **Saturday 28 April 2012** to either me at our Clubrooms, the address is on the form, or email to rosieandfrans@netspace.net.au

We will be running a media campaign again this year but it will be very helpful if everyone can distribute handbills at work, at church, at your other clubs, in your neighbourhood mail boxes [unless they state they do not want junk mail], to your friends and maybe even to the local schools and library.

We will be running raffles each day and tickets can be purchased at the Exhibition daily.

We need your help, please

Most Saturdays in May will be taken up with preparing for the Exhibition so please turn up as normal and do the various jobs that you are asked to do.

If we all work together we can ensure this Exhibition is as successful as last year's – but it is going to take the combined effort of **all** members to make this happen. I know you will not let us down.

Saturday	28 April	Check and count barricading parts.
Tuesday	3 May	Exhibitors meeting starting at 1930 please attend
Saturday	5 May	Electrician available 1330 to 1630
		Check ticket booths, Advice Centre, etc.
Saturday	12 May	Continue preparations
		Electrician available 1330 to 1630
Saturday	19 May	Continue preparations
Saturday	26 May	Stow loose items in transport containers.
Thursday	31 May	0730 loading at our Clubrooms then off loading at the

		Showgrounds and setting up.
Friday	1 June	0830 to 2000 set-up
Saturday	2 June	Model Railway Exhibition – open to the public – 0930 to 1630
Sunday	3 June	Model Railway Exhibition – open to the public – 0930 to 1630
Monday	4 June	Model Railway Exhibition – open to the public – 0930 to 1600 followed by take down
Tuesday	5 June	0730 load equipment at the Showgrounds and off load at our Clubrooms and put away.

Important Notice – 3 Identification Badges

All exhibitors both AMRA and non-AMRA, will be issued with special Identification Badges that **must** be worn at **all times whilst on duty**, including when entering or leaving the Pavilion.

Any exhibitor not wearing their Identification Badge will be required to pay the appropriate entry fee – **no exceptions.**

The Exhibition is open **Saturday/Sunday** from **0930 to 1630** and **Monday 0930 to 1600**. AMRA staff are requested to be at the Pavilion at least thirty minutes before their duty begins – **0900 for 0930** start.

Correction

It would appear that your Editor and proof reader have had a Senior's Moment or two and as a result the Issue Numbers have skipped a beat or two. The correct Issue Numbers are –

June 2011	205
August 2011	206
October 2011	207
December 2011	208
February 2012	209

Monday Night Topics

The first Monday of each month is generally a night for topics of interest to members. The idea is to provide information and share techniques/tricks with other members [be they new to the hobby or experienced modellers].

Recently the program for these nights has been de-railed. If this part of the program cannot be re-railed it may have to be abandoned as a non-viable exercise. Presently we are using a system that is not beneficial to our membership, what we would like to do is to re-rail the program for the First Monday of each month by providing members with topics/how to clinics that are beneficial to members and to encourage more to attend these meetings. If we are unable to do this then the First Monday of the month item on the programme will be sent to the scrap yard.

Is there another time that would be better? ie. Saturday afternoon?

As a last ditch effort to re-rail the program, if you have any ideas/suggestions on what could be presented and who could present the topic [talk to them before nominating them] or if you are willing to present a topic yourself please email me at lharr2223@bigpond.net.au

Any topic will be considered but these need to be topics that are **railway based** – trains, rolling stock, scenery, tools, even bring and show or Slide presentations, etc. For example prototype information, how to make/programme/modify, tree making, kit building, etc.

If you have an ideas but feel you are unable to present them yourself another way is to provide notes on the topic.

Please think about this as it has been beneficial over the years – it would be a shame to lose a resource for members

If you want to discuss this please feel free to approach any Committee member or you can usually catch me in our clubrooms on a Saturday.

Craig Hartmann

From the Editorial Desk

The Branchline – June issue deadline. Routine editorial material, articles, reports, programme items, etc., to me no later than 1500 Saturday 26 May – for routine material – 1500 Saturday 9 June – for exhibition reports.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on Saturday 23 June and will include exhibition reports and AGM material

Please note the intended dates for *The Branchline* publication for the remainder of 2012:

	Editorial deadline	Assembly, etc.
August	Saturday 28 July	Saturday 11 August
October	Saturday 22 September	Saturday 6 October – will include AGM Minutes
December	Saturday 17 November	Saturday 1 December

Ted Thoday

Literary Lines

The cataloguing of our Library stock continues. Over 1600 prototype books have now been catalogued and renumbered. Just under 600 modelling books have been added to the database but are yet to be renumbered and around 500 DVDs and videos have been catalogued. Hopefully the modelling books will be renumbered within the next few weeks.

We continue to receive donations of books, magazines, DVDs, etc., Many thanks to the following for their donations –

Alan Burrough, Dennis Ling, Stephen Cooke, Ron Keen and Terry Emmerson

New library acquisitions. Listed below are a few of the newer additions, [not necessarily from the donors listed above].

KAA066	<i>British Steam Locomotives</i>	M. De Cert
KAD058	<i>Lost Railways of Herefordshire & Worcestershire</i>	L. Oppitz

KAD059 *Steam Railways*
 KAD051 *Explore Britain's Steam Railways*
 KBA040 *Great Western steam through the Cotswolds*

C. Hamilton Ellis
 A .Lambert, C. Awdry
 C. L. Williams

Unfortunately we are unable to acknowledge a number of other donors as, despite our frequent pleas, they forgot to leave their name with their donation.

Our Library is open on Saturday afternoons from 1400 to 1630 for the receiving and issuing of books, magazines and videos. But come in and browse at any time.

Chris and Des
 Branch Librarians

Motorised Bogies

Mike Thomas has provided this snippet of useful information.

It was true that Ivatt's G-C 10000 was delivered in 1947 thus wore LMS initials. 10001 delivered only months after [1948] thus bore the Lion/wheel monogram.

Mike has been re-motoring some of his rail cars, which had indifferent motors/gear trains. He has ordered and received from USA beautiful little power bogies, the so called Stanton Drive. Various wheel bases and wheel/flange sizes. If anybody is interested, they can go to www.nwsl.com or to sales@osorail.com. Fairly cheap too with the Aussie dollar at its present level.

[Editor's note. I invited to Mike to tell us more about the Stanton Drive – see below – thanks Mike.]

The Stanton Drive

A miniaturised 16.5mm gauge power bogie

Some years ago, I was given two Jouef SNCF rail cars. Nice models and quite accurate to prototype, however, the drive mechanism was so awful in all respects, that I refused to run them.

Periodically, I would take them out of their boxes, gaze at them, wondering how to improve matters, then through lack of inspiration, replace them in their boxes.

Some months ago I remembered an article, that provided a solution, in an old SNCF Society magazine [1993]. I found the article and there was the answer I was looking for. The author, a Canadian, described beautiful power bogies made to order by an American firm and these he had fitted to the same models that I had, with spectacular results. I searched the Net and to my surprise the firm, NorthWest Short Line of Montana, is very much still in business. I found what I wanted in their catalogue and soon acquired a Stanton Drive bogie.

The power bogie [truck in USA parlance] is a sealed unit about the size of a small match box. It has a powerful motor [?Japanese] with worm and spur drives and is quiet. Some members were able to try my railcar, fitted with it, on *Haltwhistle* and were impressed with its quietness and uncanny slow movement over point-work. It is DCC ready, wires in place for the decoder, or ordinary DC supply as you wish. Instructions are clear. It is easy to solder connecting wires from a trailing bogie to add more pick-ups. Mounting the bogie as you can see from the photographs, is simple, although detailed instructions are given.

The heart of the machine is the PCB which forms the base plate. It contains the inner wiring, holds the pick-up wires, and has a self-resetting fuse to protect the motor from overheating, as well as an

optional capacitor mount for DCC users. The bogie is compact and very solid.

Normally, one would cut off the side frames of the original bogie and super glue them onto the side bearings of the Stanton drive, to restore the look of the model.

The Neil Stanton's design is clever, It allows for three prototype wheel-base dimensions, [7'6", 8'0, 8'6"] with different wheel sizes.

It cost me US\$100.00 landed, in February, the actual cost will vary depending on exchange rate movements. NorthWest Shortlines web site is www.nwsl.com or email to sales@osorail.com.

Mike Thomas



Around the Layouts

WesterN-Ridge. Wern Dunwoodie passed away on Sunday 18 March but he has left a lasting legacy on our layout. The Dunwoodie bridge, the nodding donkeys and many of the lighted vignettes are all Wern's work. Bob Phelps was able to report to Wern that his last project – more lighted cars – had been installed before he passed away.



The Dunwoodie bridge – see the *WesterN-Ridge* page of our web site for more photographs of this beautiful model

Progress on other aspects of *WesterN-Ridge* has been good. Bob Phelps and Peter Webb made significant progress in sorting out the branch terminus electrically and making certain that point motors on the branch were working correctly.

Other members have been under the layout repairing so-called ‘wiring repairs’ that introduced significantly more problems than they solved in the port area and on the branch line! Peter Webb and Terry Emmerson have been busy repairing the baseboard join between the main layout and the port module.

Finally, at its last meeting, our Management Committee formally abolished the Layout Coordinator position, instead implementing the ‘committee of three’ approach that most active N Scale SIG members decided was the way ahead for layout work. The Gang of Three is Steve Rayner, Terry Emmerson and Neill Phillips. So before you implement improvements to *WesterN-Ridge*, please talk to the Coordinators before undoing or improving other people's work.

The Valentine Run. Scenicing on the D, V & S Railroad progresses in leaps and bounds, as each week Gary, Trevor and Alex extend the area of coverage. Some modules have been detached and relocated to facilitate ease of access, and these too are showing the signs of increased vegetation. Under the patient guidance of Gary, the crew are now demonstrating talents that have previously lain dormant.

Valentine has acquired a new station courtesy of Craig; new in the sense of recently constructed but appropriately weathered to suit the locale – and to match the local populace. Needles has now evolved into its final set out, after city planners Alan H and Craig played multiple games of town building checkers to arrive at a scenically appealing town plan. With the addition of some roads, footpaths, vehicles, people and urban clutter, this city will become a feature on the layout.

The industrial area is still the subject of continuing discussion. Perhaps one more industry is needed in front of the background buildings to enhance the area's visual appeal. I understand the industrial area managers [who also moonlight as city planners] would welcome another medium to large industry of differing design to those currently installed on the layout.

We're looking forward to running trains on the sceniced and reassembled layout, as it's been so long that some of us have forgotten why we're here. Our layout sparky has every confidence that, once reconnected, the layout will function perfectly – but has located a place of suitable concealment should circumstances so require. Therefore, until such time as the layout is running smoothly, depression of the drill press causing bit penetration below the work bench is strongly discouraged.

Craig Hartmann
Alan Burrough
Layout Coordinators

EM Gauge Society Manual Sheet 9.1.1. [10] 3 Link Couplings

The seven and a half pages of this Sheet looks at the prototype 3 link and Instantan couplings, the construction and use of the miniature, model versions in pictures, text and diagrams.

A copy of this Sheet is now in our Branch's Library copy of the EMGS Manual.

Membership Types

Someone said that the membership of every organisation is made up of four bones –

1. **Wishbones** who spend all their time wishing someone else will do all the work.
2. **Jawbones** who spend all their time talking but very little else.
3. **Knucklebones** who knock everything that anybody else tries to do
4. **Backbones** who get under the load and do all the work!!!

Hopefully you are the No. 4 type as we will need plenty of these to set-up and staff our Exhibition.

Around the SIGs

British Railway Special Interest Group – The subject for the January meeting was the BR Class 55 Diesel Electric Locomotives – The Deltics.

1 The Prototype Demonstration Locomotive

The prototype Deltic locomotive was a privately sponsored design, neither ordered nor conceived by British Railways. Although it ran on BR tracks for six years, it was never BR property, nor did it carry a running number, being referred to simply by its name, DELTIC.

The English Electric Company had great hopes for an export locomotive and they gave it a distinctly North American appearance with a huge headlight in each of the nose ends and a bright livery of light blue, with cream speed whickers in the nose ends, elongated side panel and name and silver bogie frames and fuel and water tanks. As things transpired it never went abroad and it seems the headlights were never used!

The locomotive was powered by two Napier Deltic D18-25 opposed piston, two stroke, diesel engines, running at 1,500rpm and each producing 1,650hp at their output shafts. This diesel engine when running at 2,000rpm in RAF air-sea rescue launches and Royal Navy motor torpedo boats could produce 2,400hp but with the penalty of piston ring renewal every 1,000hours. The engine had six banks of three cylinders, each cylinder have two opposed pistons and each bank of cylinders arranged in the form of an equilateral triangle, the same form as the fourth letter of the ancient Greek alphabet and known as Delta – hence Deltic.

The opposed piston technology saved the weight of two cylinder heads in each bank – the eighteen cylinders were therefore the equivalent of a normal 36-cylinder engine. This weight saving, together with the extensive use of aluminium alloys, enabled the weight of the locomotive to be kept at 106 tons and capable of being carried on two six-wheel bogies, considerably less than the 138 tons of the later 2,500hp Peak Class 1Co-Co1 locomotives. Not only did the Deltic weigh 32 tons less, it also produced 800hp more!

Trial running for English Electric commenced in October 1955 with overnight freight trains between Liverpool and London with occasional passenger trains on the same route. In mid-1956 it ran several trials on the Settle and Carlisle line before it began, in October 1956, regular passenger workings between Liverpool and London. With the BR[LMR] keen on electrification of the WCML and lukewarm towards the English Electric privately sponsored project, the future of the Deltic concept obviously lay elsewhere.

BR[ER] management saw in it the potential to replace 55 of its ex-LNER 4-6-2 steam locomotives by 23 Deltics – an order was placed on English Electric in 1958 for delivery of only twenty-two locomotives, to commence in 1960. Accordingly BR moved the prototype to the East Coast route in 1959, where it was found to be out-of-gauge for some platforms at Kings Cross. After these and a few other minor faults were remedied, it was able to demonstrate its amazing capabilities in a series of test runs on the East Coast main line and in Scotland. Eventually settled in at Finsbury Park depot it was then used on the same turns as the Gresley, Thompson and Peppercorn 4-6-2s to Scotland, Hull, York and Newcastle-upon-Tyne until the delivery of the first production locomotive in February 1961, one year later than had been planned.

After running over 400,000miles on the LMR and ER, it was returned to the English Electric Co., in March 1961, restored to pristine condition and moved to the Science Museum in London. Subsequently it was transferred to the National Railway Museum at York.

2 The Production Locomotives

The twenty-two locomotives ordered in 1958 were delivered between February 1961 and May 1962. They differed from the prototype in several ways, primarily as follows –

- i. They were longer – 69ft.6in. over buffers compared with 67ft.9in. of Deltic.
- ii. The laminated springs on the bogies were replaced by coil springs as per Class 37

locomotives.

- iii. There was a general clean-up of the body lines to give a neater less cluttered appearance. The large headlight was omitted. On Nos.D9000 to D9018, the air horns on each end were mounted below the buffers but Nos.D9019 to D9021 had them mounted on the roof. Various handrails were fitted to improve crew access to the front of the locomotive.
- iv. The livery was Brunswick Green body with a light green [Sherwood Green] skirt, white cab-side front window surrounds and a Medium Grey roof.
- v. The locomotives were numbered D9000 to D9021 and all were named. Eight after racehorses, assigned to Finsbury Park depot, eight after Scottish Regiments, assigned to Haymarket depot and six after English Regiments, assigned to Gateshead depot.

Some of the further detail variations that occurred after being commissioned are as follows –

- i. Change to overall blue livery with the arrows of indecision emblem from Autumn 1966 to Autumn 1969.
- ii. After the end of steam traction in 1968, the D prefix was dropped.
- iii. In late 1973/early 1974 the complete class was renumbered in the 55XXX series.
- iv. In 1966/67, additional louvres were installed in the body sides, just above the nameplates, to improve ventilation of the battery compartment.
- v. During 1967/68 all the class were fitted with air braking facilities, with the associated hose connections on the nose ends.
- vi. During 1970/71 all the class were fitted with ETH [electric train heating] with it associated front-end cables.

The Deltics were fast and impressive machines but they were costly to purchase and expensive to maintain. They were also non-standard and when the Class 43 High Speed Trains were introduced on the ECML from 1978, their days were numbered. They were relegated to secondary and stopping services and they were even photographed working freight trains! Withdrawal from service was completed by the end of 1981. Six of the class have been preserved, although all are not as yet operational.

3 Models

The notes then give a comprehensive listing of models that have been or still are available in the various scales.

4 Useful References

A list of references is then given to assist those modellers who require to know more.

Ron Fryer – showed his new model from Hornby R2785 Railroad edition, OO BR Class 9F 2–10–0 *Evening Star* in BR green. At £56 it is a steal! Now, with the motor in the actual locomotive, it pulls like the proverbial bull! His next showing was of two books:–

- *Mallard* by Don Hale [published by Aurum Press]
- *British Steam Engines* by several authors [published by Igloo Books]

Ron Richards – showed us the Hornby R6367 Railroad edition, OO Pack of three EWS Coal Wagons. He also showed us three books –

- *The Call of Steam* by Robert Adley [published by Blandford Press]

- *The Railway Magazine Miscellany. 1897–1919* [edited by Henry Maxwell, published by Allen & Unwin]
- *Excerpts from The Railway Magazines* of those years.

Alan Porter – first showed us a book – *The Book of the BR Standard Class 5 4–6–0s* by Ian Sixsmith [published by Irwell Press]

His next item was a 37–075N OO Bachmann pack of 3 Northern Co-op Private owner wagons [produced exclusively for the NRM]

Kelvin Davis – showed us the new OO cosmetic centenary poles, etc. from Dapol followed by –

- B501–A Dapol OO model of a BR Cattle wagon.
- R4521 Hornby OO BR Gresley Suburban Lavatory Composite coach in Maroon
- ? Hornby OO BR Gresley Suburban Third Class Coach in Maroon
- A wagon storage box from Cheltenham Model Centre, UK. At £5 each in kit form.

Great Western Railway Modellers Special Interest Group – The subject for the January meeting was Other Companies Vehicles running on the GWR.

1 Introduction –

After the abandonment of the broad gauge, the whole of the GWR system became compatible with the standard gauge of the other railways of England, Scotland and Wales. From then onwards, there was no hindrance to through working of rolling stock from the other companies lines to those of the GWR, thereby removing the need for trans-shipment of passengers and goods as had been necessary when there was a gauge difference.

2 Locomotives –

Apart from the need to learn the road of another company's route, it was very rare for a foreign locomotive to appear on GWR metals. One well-known example was the Exeter to Plymouth route. The GWR's route was subject to interruption by high tides and heavy seas breaking over the sea wall en route to Dawlish, whereas the SR's route went inland over much of Dartmoor and was subject to difficulties when there was a heavy snowfall in a harsh winter. In these circumstances, it made sense for the GWR enginemen to know the SR's route and conversely the SR's enginemen to know the GWR's route, thus ensuring both services could be maintained.

On the rare occasions when a foreign locomotive might venture onto GWR metals in a one-off situation such as the Royal Train or the Funeral Train of a notable personage [eg. Sir Winston Churchill] a GWR footplate-man who knew the route would travel in the cab of the foreigner to oversee the driver.

In general operations there would be a change from the foreign locomotive and its crew to a GWR locomotive and crew at those junctions where the two companies systems met.

3 Coaching Stock –

Apart from those described above, complete cross-country trains of foreign coaching stock were not all that common [nor, it must be said, all that rare!] on GWR metals. There was a working from Bradford, through Leeds, Sheffield, Derby, Birmingham and Bristol Temple Meads [*The Devonian*] with the change from an LMS locomotive to a GWR locomotive taking place at Bristol Temple Meads to take the train onto Paignton. So, yes in the summer, it was possible to see a rake of LMS

coaches being hauled by a GWR locomotive to the south-west seaside resorts – or the reverse heading for Bristol Temple Meads, prior to changing to a LMS locomotive to head back to the delights of the Yorkshire mill towns!

There were occasions where a single foreign coach [a through coach] might be picked up at a junction where two companies systems met finally being added to a train of GWR coaching stock hauled by a GWR locomotive. A good example of this was the Aberdeen to Penzance summer working through coach – it was detached and re-attached at Edinburgh Waverley, then at York, and again at Swindon. It took 21hrs 25min. for the 794-mile journey from Aberdeen to Penzance, and average speed of 37mph! Hope it was a corridor coach!

4 Freight Stock –

After the broad gauge was abandoned and before the Great War [WW1], through running of freight vehicles to and from the GWR system was feasible but each company tended to treasure its own wagons and vans. They recognised that it was better to allow a shipment of goods to be carried in the same vehicle from its source to destination than to have to trans-ship the goods at the border. However, the vehicle had to be returned to the owning company asap [or maybe faster!] – this deadline was five days after completion of its discharge otherwise a fine could be imposed through the Railway Clearing House. For example a L&NWR van carrying goods to Penzance would have to be returned to its home metals [probably Wolverhampton] within five days. Very occasionally a suitable load for delivery in L&NWR territory might be found but usually the van would travel back to its home ground EMPTY! This, then, was the scene on the GWR until 1916. It is estimated that before 1914 empty wagon mileage comprised about 33% of total wagon mileage.

This all changed in 1916. Facing the economic pressures of the Great War, the Government encouraged [more likely forced] common user agreements to be struck between various pre-Grouping companies. Under these agreements, the nominated wagons of all the participating companies could be used by any one of the companies as if they were all actually owned by that company. The benefits, brought about by the pressures of WW1, were seen as worthwhile and these war-time agreements continued after WW1 and further common user agreements were entered into by the pre-Grouping companies and later by the Big Four. By a system of daily records taken by the Railway Clearing House checkers of common user vehicles passing from one company to another, each company had its own share of the pool conserved by means of a twice-weekly balance – a penalty of three shillings per day was incurred by a company retaining more than its share of the pool.

As a consequence of the common use of unfitted merchandise wagons and unfitted covered vans, empty wagon mileage was reduced from 33% in 1914 to 16% in 1924.

So, a bucolic GWR branch line of the 1920s and 1930s should **not**, as some GWR enthusiasts think, be served **entirely** by GWR branded vehicles. To model the GWR freight wagon scene, we will have to know quite a lot about the open merchandise wagons and the mineral wagons of the other Groups as these comprise over 70% of the wagons that might appear in the **average** goods yard of the GWR.

The Notes then give lively details of the LMS, LNER and the SR in some detail.

5 Brake Vans –

Like the locomotives, other companies brake vans rarely ventured onto GWR metals. When a freight train from one of the other companies moved onto GWR metals both the locomotive and the brake van were removed to be replaced by a GWR locomotive and brake van and a GWR goods

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members are invited to make a gold coin donation at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

April

Monday	2	Topic Meeting – topic to be advised
Tuesday	3 [4]	Daylighters Group – daytime meeting
Wednesday	4 [5]	LMS Special Interest Group meeting –
Friday	6	Good Friday - Public Holiday - No Meeting
Saturday	7 [6]	The Branchline assembly – includes pre-Exhibition material General Activities
Monday	9 [7]	Easter Monday Public Holiday S Scale Special Interest Group meeting – Modelling hints, bring and show, Exhibition update and train running on <i>Swan View</i> .
Tuesday	10 [8]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	11 [1]	DCC Special Interest Group meeting – venue AMRA clubrooms
Friday	13 [2]	N Scale Special Interest Group meeting – General Activities

Saturday	14	[3]	General Activities
Tuesday	17	[4]	Daylighters Group – daytime meeting
Wednesday	18	[5]	Great Western Railway Modellers Special Interest Group meeting – GWR 0-4-2T locomotives
Friday	20	[6]	N Scale Special Interest Group meeting – General Activities
Saturday	21	[7]	General Activities
Tuesday	24	[8]	Daylighters Group – daytime meeting
Wednesday	25	[1]	ANZAC Day - Public Holiday British Railways Special Interest Group meeting – BR Locomotive head codes steam and diesel
Friday	27	[2]	N Scale Special Interest Group meeting – General Activities S Scale Special Interest Group running night. Bring a train and run it on <i>Swan View</i> .
Saturday	28	[3]	Exhibition equipment checks General Activities

May

Tuesday	1	[4]	Daylighters Group – daytime meeting
Wednesday	2	[5]	LNER Special Interest Group meeting –
Friday	4	[6]	N Scale Special Interest Group meeting – General Activities
Saturday	5	[7]	Exhibition equipment checks Electrician available 1330 to 1630 for cable testing and tagging General Activities
Monday	7		Topic Meeting – topic to be advised
Tuesday	8	[1]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	9		DCC Special Interest Group meeting – venue Naval Base
Friday	11	[2]	N Scale Special Interest Group meeting – General Activities
Saturday	12	[3]	Exhibition equipment checks Electrician available 1330 to 1630 for cable testing and tagging General Activities
Monday	14	[4]	S Scale Special Interest Group meeting - Exhibition up-date. Bring and show your current modelling project, not necessarily finished
Tuesday	15	[5]	Daylighters Group – daytime meeting

Friday	18	[6]	N Scale Special Interest Group meeting – General Activities
Saturday	19	[7]	Exhibition equipment checks General Activities
Tuesday	22	[8]	Daylighters Group – daytime meeting
Wednesday	23	[1]	Great Western Railway Modellers Special Interest Group meeting – GWR Minks
Friday	25	[2]	N Scale Special Interest Group meeting – General Activities S Scale Special Interest Group running night. Bring a train and run it on <i>Swan View</i> .
Saturday	26	[3]	Exhibition equipment checks Stow loose items in transport containers General Activities
Tuesday	29	[4]	Daylighters Group – daytime meeting
Wednesday	30	[5]	British Railways Special Interest Group meeting – BR Class 30, 31 Diesel Electric Locomotives
Thursday	31		0730 load Exhibition equipment at our Clubrooms then off loading at the Showgrounds and setting up.

June

Friday	1		Exhibition set-up 0830 to 2000
Saturday	2		Model Railway Exhibition – open to the public – 0930 to 1630
Sunday	3		Model Railway Exhibition – open to the public – 0930 to 1630
Monday	4		Model Railway Exhibition – open to the public – 0930 to 1600 followed by take down
Tuesday	5		0730 load equipment at the Showgrounds and off load at our Clubrooms and put away .
Friday	8		N Scale Special Interest Group meeting – General Activities
Saturday	9		General tidy-up of Clubrooms and General Activities
Monday	11	[6]	S Scale Special Interest Group meeting – Exhibition de-brief. Bring and show and train running on <i>Swan View</i> .
Tuesday	12	[7]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	13	[8]	DCC Special Interest Group meeting – venue AMRA WA Clubrooms
Friday	15	[1]	N Scale Special Interest Group meeting – General Activities
Saturday	16	[2]	General Activities

Tuesday	19	[3]	Daylighters Group – daytime meeting
Wednesday	20	[4]	Great Western Railway Modellers Special Interest Group meeting – GWR Road Vehicles and Aircraft
Friday	22	[5]	N Scale Special Interest Group meeting – General Activities S Scale Running Night - informal train running night. Bring a train and run it on <i>Swan View</i> .
Saturday	23	[6]	The Branchline assembly – includes exhibition reports and AGM material General Activities
Tuesday	26	[7]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	27	[8]	British Railways Special Interest Group meeting = BR 16 Ton mineral wagons
Friday	29	[1]	N Scale Special Interest Group meeting – General Activities
Saturday	30	[2]	General Activities

(Continued from page 15)

guard would take charge of the train.

New Acquisitions –

Ron Fryer – showed the Oxford Diecast OO model made especially for the 2011 Great Dorset Steam Fair after which it was released generally. It is a model of Quo Vadis probably the most famous Showman's steam engine of all time, which was built by Burrells. He next showed us two books –

- *Lost Railway Journeys* by Paul Atterbury [published by David & Charles]
- *The Power of the Kings* by Laurence Waters [published by OPC]

He finally showed us a 50+page spare parts catalogue from East Kent Models. It comes in three parts –

- Tri-ang, Tri-ang Hornby and Hornby spares made in Margate, UK.
- Hornby spares made in China
- Spares for Bachmann, Vi-Trains, Lima, Dapol and others [Romford wheels and parts, Flushglaze, Springside and HMRS Transfers].

Ron Richards – showed a small box that cost him \$3. Very handy size for small wagons, kits etc.

Steve Rayner – showed his new OO set that he bought for his birthday/Christmas present, a Hornby Duchy Set [7036 *Taunton Castle* in BR green and three Mk1 coaches.

Doug Firth – showed us a Cararama OO model of an Austin Healey 100/6 Cabriolet, a Bachmann

GWR 20-ton Toad Brake Van and a Ratio kit of a GWR Toad Brake Van.

Doing Things –

Ron Richards – has been detailing two GWR Railcars, adding screw-link couplings, weathering etc.

John Brenchley – in keeping with the theme for the evening showed a selection of non-GWR wagons all from 2mm Scale Association kits. These completed kits feature plastic bodies and etched nickel silver chassis –

- GER cattle wagon in LNER livery
- SR cattle wagon – diagram 1529
- SR 8-plank open wagon – diagram 1398

He next showed us four more wagons in various stages of completion –

- LNWR dia. 88 van – an all nickel silver etched kit which was awaiting painting in LMS livery
- MR 5-plank open wagon to dia. 299 – plastic body on an etched chassis awaiting painting in LMS livery,
- MR 3-plank open wagon to dia. 305
- LMS 5-plank to dia. 1666 – plastic bodies that had not been started yet.

Alan Porter – showed us some of the milk tank wagons he is upgrading.

Doug Firth – is converting all his stock [GWR and Sn3½ etc] to Spratt & Winkle couplings [or screw-link couplings for coaches].

S Scale Special Interest Group's February meeting was very well attended by 31 AMRA members who were treated to topics and activities which were interesting and informative to those who take an active interest in the modelling of the WAGR and MRWA in S scale.

The formal part of the meeting began at 2030. Graham Watson spoke briefly of the sad passing of member Rex Vellender and the funeral which took place on Friday 3 February and was attended by a number of AMRA members who were old friends of Rex.

Rex was a very good modeller of the WAGR in S scale despite coming to the hobby late in life after being a successful modeller of boats and planes. It is possible that his S scale collection will be preserved intact for members to appreciate. An Obituary and acknowledgement of Rex's long and rewarding life can be found elsewhere in this edition of *The Branchline*.

It was proposed that the first S scale workshop for 2012 be held at AMRA WA Branch's Clubrooms on Sunday 18 March between 1000 and 1500. All members are invited with the only stipulation that it be a modelling day and not a talkfest.

Members are advised to bring a project or a kit where they have at least opened the package, as well as the tools and bits they need to work on getting the job done.

Murray Hartzer advised that, in the absence of any other offer, he is willing to exhibit *Parkerville* as the S scale layout at this year's Exhibition – thanks Murray. There will also be a Modelling Desk, a Railwest exhibit and a United Modellers exhibit, hopefully all situated in the same precinct as in

previous exhibitions.

Graham informed members of a small run of 20 Y class loco kits which may soon come available to members but that problems have been occurring with some of the castings done in a batch of Barnes' Ezycast. Discussion ensued regarding the problems of sweating urethane castings, possible causes and matters relating to storage and painting. It is advisable not to leave castings for too long in sealed plastic bags but to remove, assemble and paint them ASAP as was intended. Unpainted urethane castings left in sealed plastic bags may deteriorate over time.

Six members brought along some general items to show others what they have been doing.

Rob Clark showed his first ADF Wildflower class name-boards and sought expressions of interest from those who have a Wildflower set.

Murray Rowe also showed a labour-saving and time-saving decal sheet with complete letters and numbers for the various classes of GE and GS wagons he has been modelling, anyone interested should talk to Murray.

Doug Firth showed the goods shed he has been modelling in Manilla card. The shed is similar to the one at Harvey and there were quite a few of this type on the system. Doug also showed his kit-built models of a WAGR U class locomotive and a MRWA Bm covered wagons of which fifteen were built.

Alan Penstone showed his Railwest S class loco and a steel girder bridge he has built for his layout.

John Bajkowski showed the group a number of samples of grain carried from CBH bins to the various ports on the system. The samples included wheat which John informed us was not tarped until 15 March [the Ides of March]. All other grains, known as course grains were and are always covered and include oats, barley, lupins, malt barley and chick peas. A very interesting short talk, thanks JB.

Finally **Neil Blinco** showed a finished AZ, his recently completed G class kit, his X class Models U class kit and a completed AY with all the windows finished and glazed. Neil has also been working on a way of casting sides of the AZ which minimise the problem of removing the windows after casting, and prior to assembly.

The Topic for the evening was guard's vans of the WAGR/MR in S scale. Nine members showed 27 guard's vans of various types, some scratch-built, others assembled from Railwest kits.

Neil Blinco demonstrated that not all guard's vans were Z vans with his showing of an AYF suburban coach with a guard's compartment. He also showed a scratch-built Z van, a Railwest models kit of a ZJ express guard's van, a ZB from a GA Models kit and Z9 which Neil may release as a kit.

Doug Firth showed an example of a Railwest Z van multi-piece kit and an example of a ZJ with a roof made from card.

Alan Penstone showed his scratch-built example of Z156.

Ray Cooper showed three brown Z vans all from Railwest kits. Two were from multi-piece kits and one was from a one-piece urethane casting.

Paul Tranter showed five examples of Sn3½ Guard's vans, two from the Commonwealth Railways, known more as relay cars. Paul also showed a ZJ with end doors as used on the Australind, a Z van from a 6-piece kit by Adrian Gunzberg and a van from a kit by Railwest Models.

Murray Hartzer showed a single Z van from a Railwest multi-piece kit which was awarded best model of a WA prototype at a ModelRail event.

Kelvin Davis showed his Railwest Z van numbered 630 with a simulated canvas roof and a partly completed AD coach which will run on his class 24 layout of the Upper Darling Range Railway which Kelvin is currently researching.

Stuart Mackay showed six of his Z vans. The first was a scratch-built Z9 which is preserved and in the ownership of the HVR, Z42 which was made from brass and had a clerestory roof, Z512 from a one piece kit from Railwest Models, a scratch-built Z107 and both 4-wheel ZF's, 440 and 441, one green from a Railwest kit and one scratch-built and painted brown.

Graham Watson showed us three examples of Z vans of a number of vans he has in his collection. The first was ZJ 239 with a cool storage compartment, a brass Z van with a clerestory roof and Z148.

Thirty nine members attended the March meeting. Graham Watson reminded members of the modelling workshop on Sunday 18 March starting at 1000 at the AMRA WA Branch clubrooms.

A number of items of a general nature were brought and shown.

Doug Firth and **Kieran Wright** both showed their finished models of the MRWA Bm car kit from X-class Models. Kieran painted his blue-grey including the roof. He then weathered his Bm with weathering chalks. Doug reported that he recently spoke to Barry Peacock who worked for the MR and he said to the best of his recollection, MR vans were not painted tan on the roof as were WAGR wagons but they were probably a shade of the blue [possibly Humbrol No. 96] but weathered by the elements and the soot from locomotive; in other words a shade darker than the sides such, as No. 67 or a similar colour as Doug has used. Kieran concurred with his very weathered charcoal roof.

Graham drew the attention of those at the meeting to the late Rex Vellender's collection of S scale models. They are currently being housed in a glass cabinet in the conference room. Graham also advised that the WAGR Y class kit is soon to be released.

The meeting was billed as a slide night. Graham Watson again invited well-known WA railway historian Jeff Austin, our guest of honour, to show us a range of slides he has taken over the years. Jeff has a remarkable memory and he demonstrated this by identifying the location and the features of railway places of interest in approximately 100 featured slides, many of which dated back to steam days of the early 1970s.

Jeff's carefully selected group of slides featured station and railway buildings and infrastructure rather than locomotives, carriages or wagons, though many vehicles could be seen on many of the slides. Jeff showed that not all signals were tall, not all sheds were identical but that there was a consistency in the design and pattern of the buildings which could be seen all over the system.

Jeff commented on this standardised nature of the WAGR structures which meant that they were familiar items on the system regardless of the location, whether it be Dumbleyung, Goomalling or Wongan Hills. Sadly much of the railway infrastructure is gone but thanks to people like Jeff we have an extensive record of the way the railway looked in the middle of the twentieth century.

In a piece of late news – the first modelling workshop – seventeen members assembled kits or scratch-built models. It was an enjoyable day with lots of cooperation and discussion. Many ideas and tools were exchanged.



Some of the happy modellers exchanging ideas, etc.
during the modelling workshop

A brief but informative talk was given by Graham Watson on the location and fitting of under-floor detail on WAGR wagons and vans. Another workshop will possibly be held later in the year. Perhaps the best feature of these workshops is the opportunity to gain advice on the location and assembly of detailing parts, on-the-spot, so to speak, as all the attendees had a range of experience of modelling in this scale.

The S Scale Special Interest Group is a very active group of AMRA modellers which meets on the second Monday of every month at 2000 in the AMRA clubrooms in Moojebing St, Bayswater – visitors are always welcome. Contacts: Graham Watson on 9250 1084 or Stuart Mackay on 08 9310 3858 for information about the S Scale Group.

British Railway Special Interest Group – the subject for the February meeting was BR Powder Handling Wagons.

It should be noted that owing to computer problems Alan could not produce the notes that he intended. Therefore these notes are, in fact, the February 2003 Notes regurgitated.

1 What Is A Powder?

We know that a powder is a material with a very fine particle size, either occurring naturally or produced by mechanical, chemical or other man-made means.

Pulverised coal for use in power station boilers typically has a particle diameter of about 0.003 inches. A lump of coal weighing one pound has a volume of about 22 cubic inches and a surface area of about 48 square inches. When pulverised to powder form, one pound of coal is transformed into about 1,000,000,000 particles with a total surface area of about 50,000 square inches. The increased surface area allows for much quicker combustion when mixed with about 10 pounds of air.

One thing which is common to all powders is that they flow less well, if at all, when wetted by water so their common feature is that they are transported and stored under cover. For the railways, under cover means in a van [or, less satisfactorily, under a tarpaulin sheet] for powders packaged in bags or boxes, and in a covered hopper wagon with bottom discharge for bulk powders.

Bulk handling of powders was not a common feature of pre-WWII life and transport of packaged powders in covered vans was adequate. After WWII, the efficiencies to be gained by bulk handling of materials, including powders, came to be realised and this was about concurrent with the nationalisation of the railways into British Railways.

2 L Type Containers

The first BR effort at handling bulk powders were the 4-ton capacity L Type containers, of which 6,368 were built between 1951 and 1961. Designed to carry lime or cement, they were loaded through a top hatch and as the bottom consisted of two hinged doors the contents just fell out when the doors were opened.

Tri-ang Railways produced quite good models of these L Type containers in 1963 as a load for their R340 Three Containers Wagon in OO, the container wagon being itself less good with an incorrect wheelbase and a solid instead of a skeletal floor.

3 Presflo Hopper Wagons

Conventional hopper wagons with relatively small hopper doors did not allow fine grained powders like cement to empty out completely, so the first BR bulk powder wagons, introduced in 1954, were the 20-ton Presflo covered hoppers where discharge of the powder to a road vehicle in a goods yard was assisted by air supplied from a mobile compressor. Including the prototype 1,921 Presflos were built between 1955 and 1961 [the last 100 being rated at 22-tons capacity]. In addition Associated Portland Cement had over 200 identical Presflos built for their own exclusive use. Airfix introduced their bright yellow plastic OO kit for the Blue Circle Presflo cement wagon in 1960 for 2/0d [10p]. It is still available as a Dapol kit [C040] now costing around £5. Wrenn also produced several models of Presflos and they now sell for around £20 in good condition.

4 Prestwin Hopper Wagons

To overcome the hold-up of the powdered material, particularly cement, in the right-angled corners of the Presflo, the circular and conical shaped twin hopper Prestwin based on continental practice was developed, 31 being built in 1960. A further 100 were built in 1961 but they were 2ft longer in both wheelbase and frame length. As the demand for cement dropped off in the 1970s, the Prestwins were then used mainly on sand and alumina traffic from Burntisland to Fort William.

Forty similar twin hopper wagons were built in 1960 with a 23ton capacity for calcium carbide traffic but these were gravity discharge wagons not having all the air piping that the air assisted discharge Prestwins had.

Airfix produced a OO plastic kit [still available as Dapol C043] and Hornby Dublo produced a RTR

model [Cat. No. 4658] in 1962. After Hornby Dublo's demise the model appeared in the Hornby Railways 1978 catalogue as R125 but soon after Wrenn took over the tooling and continued to produce the model as W4658. In 1980, Hornby introduced OO RTR model [R723] which looks rather like the earlier Hornby Dublo, Wrenn and Hornby [R125] models.

5 Bulk Grain Hopper Conversions

Ten vacuum piped bulk grain hopper wagons built in 1959 were modified for air assisted discharge. These wagons were used for crushed limestone traffic.

6 CEMFLOW Bulk Powder Wagons

These air assisted discharge wagons carried horizontal, cylindrical hoppers with a square discharge vent enabling only discharge into a receiver between the tracks and below rail level. Two batches, totalling 285 wagons, in 1961/62 and 1964/66 for bulk cement traffic travelling from Kent to Uddingston, near Glasgow using the ECML. Unfortunately they were unstable at speed and a derailment near Thirsk, which led to the destruction of the diesel prototype DP2 on an approaching train, led to their relegation to local duties, mainly around Derbyshire.

Hornby produced a OO RTR model [R564] in 1966 with a grey body and in 1972 with a yellow body. Unfortunately, Hornby used a standard underframe which was not at all like the real thing and with the solebar plate outside of the solebar, these wagons were too wide.

7 Depressed Centre Bulk Powder Wagons

Metropolitan Cammell took a lead role in the redesign of the LA type wagons [Cemflow], lowering the centre of gravity by adopting a chevron shaped container with a depressed centre, with air assisted bottom discharge through a chute, and with an improved suspension, these proved very successful. The design was also adopted for use in twin form on bogie underframes, these wagons being built in 1969.

Hornby have produced OO RTR models of the depressed centre 4-wheel wagons in 1997 [R6026 and R6027]. Lima produced, in OO, a RTR model of the PCA depressed centre Presflo Tank Wagon in six different liveries. They have also produced a model of the bogie twin depressed centre wagons in two liveries.

8 Other Four Wheel Bulk Powder Designs

Following the problems with the Cemflow wagons, other builders came up with different designs. Some of these looked remarkably like oil tank wagons, except that the bottom discharge chute is prominent. These are –

- The 36 wagons built by Installation MC in 1972/3 for Tunnel Cement.
- The 60 Tip-air wagons [with a piston at one end to tilt the tank] which were owned by Railease and hired to ICI.
- The 20 ALGECO of Swedish origin and built by Interconsult in 1965.
- The 62 Powderjet wagons of French design.
- The 25 Charles Roberts wagons built in 1973 which were owned by Procor and leased to Rugby Cement to replace BR Presflos.
- The 18 wagons leased by Proctor & Gamble for their tripolyphosphate traffic, and there were others.

Many of these looked very much like the 4-wheel tank wagons of the same period and it would not be all that difficult to modify one to a 4-wheel bulk powder wagon of the 1970/80s – any of Hornby's R032, R119, R148, R218 or R6001.

There were also a few French twin hopper wagons used on the Continent which were transferred to Britain in 1986 where they were cut down to bring them within the UK loading gauge. There are some HO models of such twin wagons that might be suitable as a starting point for modelling one of these.

9 Bogie Bulk Powder Wagons

Apart from the bogie depressed centre wagons, there were other bogie cement wagons which also looked like the tank wagons of the era, eg. the 36 wagons built by Standard wagon in 1982.

10 Covered Hopper Wagons

Certain finely ground materials can be satisfactorily discharged from hopper wagons by gravity, especially if the entire bottom of the hopper can be opened in the same way as the L type containers. These are in many cases still regarded as powders and can be spoiled if allowed to be exposed to water. However, consideration of these is probably beyond the parameters which were intended for BR Powder Handling Wagons.

New Acquisitions –

Kelvin Davis – showed a BR[M] Suburban non-corridor 57ft OO model of a coach. He asked us to guess who made it. It cost Kelvin \$10!!! What a bargain! He eventually told us that they were made by Dapol and **no** glue is required to assemble the kits. What is more, there are three different coaches –

- C95C – Composite Brake – Midland
- C96C – Stanier 57ft Brake Coach – BR [He assembled it in five minutes as we watched]
- C97C – Stanier 57ft non-corridor Composite – LMS

He also showed a Bachmann OO model of a 2-car DMU Set [Derby Lightweight] with half yellow ends.

Trevor Batchelor – showed us a secondhand book that he bought for \$5. *The Story of British Railways* by Barrington Tatford [published by Sampson Low, Marston & Co 1945]

Steve Rayner – brought along two N Gauge Society models of the 25-ton Queen Mary Brake Vans [1 x SR and 1 x BR], made for the Society by Graham Farish.

Ron Richards – showed us two items of rolling stock –

- Dapol OO Class 22 Diesel Electric locomotive in BR green [He actually bought two]
- Bachmann OO 16-ton BR Steel Mineral Wagon [of which he bought four!]

Doing Things – nobody appears to be doing anything that they could bring and show us.

Great Western Railway Modellers Special Interest Group – the subject for the February meeting was GWR Viaducts.

According to various dictionaries the difference between a bridge and a viaduct is –

- a. a bridge is a *structure carrying a road or path across a stream, a ravine, a road etc.*
- b. a viaduct is a *bridge-like structure carrying a railway or road across a valley or a dip.*

So, having sorted that out, let's look at the GWR's viaducts – but which ones? The *Atlas of the GWR 1947* by R.A. Cooke lists some 384 viaducts in the GWR in 1947. A copy of that list is included in the Notes.

The Great Western Railway's viaducts fell into three groups –

- those constructed of timber on stone piers or timber trestles on piles
- those constructed of bricks, masonry or concrete
- those constructed of iron or steel, possibly with brick or stone piers.

Those constructed of bricks, masonry or concrete constituted the majority, with iron or steel taking second place due to them being more expensive materials with which to build in the first instance.

By 1947 timber viaducts had almost completely disappeared, although the crossing of the Afon Mawddach at Barmouth was still a structure in use with timber piers [or piles] as was evidenced by the attack on them by the marine teredo worm in the 1980s.

The GWR Timber Viaducts –

These are usually identified with Isambard Kingdom Brunel [1806–1859] who was a civil engineer *par excellence* and are usually associated with his position as Engineer for both the Cornwall Railway and the West Cornwall Railway. But Brunel had pioneered the use of timber before then – on nine viaducts on the Swindon–Gloucester line in 1842, on five large viaducts on the [then atmospheric] South Devon Railway west of Newton Abbot in 1846, on some viaducts on Italian railways in 1847, on three viaducts at Chepstow, Newport and Landore on the South Wales Railway in 1848 and on the Vale of Neath Railway.

In the late 1840s/early 1850s most railway engineers were making considerable use of cast iron beams in bridges and viaducts but Brunel was the exception. He did not trust the material as a beam and used it only rarely.

With Brunel's historical background and an appreciation of the topography of the countryside through which the various lines ran, it is easy to see why Brunel produced eight different designs for the thirty-four timber viaducts on the Cornwall Railway's 53 mile main line from Plymouth to Truro, eight on the 11 mile Falmouth Branch and nine on the West Cornwall Railway's 27 mile main line from Truro to Penzance – 51 viaducts over a distance of 91 miles or one every 1.8 miles, with a total length of 5.83 miles – viaducts constituted one–sixteenth of the length of the lines!

The different designs are described on page 6 of the Notes where it can be seen that six of the eight designs were of the classic Brunel fan type.

The Notes then give a detailed account of the types of timber used, where it was obtained from, the different standard sizes that it was sawn and just what those sizes were used for and the two methods of preserving the timbers. Outline sketches of the eight types of viaduct are shown on page 7 of the Notes along with further information.

The GWR Masonry Viaducts –

Probably the masonry viaducts built by the GWR did not differ all that much from those built for other railways, apart from the types of stone used. There is a good selection of photographs of GWR masonry viaducts in Reference B [*A Pictorial Record of Great Western Architecture* by A. Vaughan OPC 1977]. In Reference A there are a number of photographs of Brunel timber viaducts either being converted or on completion. [*Brunel's Cornish Viaducts* by John Binding A.T.P. 1993]

The GWR Iron and Steel Viaducts –

The most notable ferrous viaduct in the Great Western Railway's system was that crossing the Ebbw Vale at Crumlin on the Newport, Abergavenny & Hereford Railway's Quakers Yard branch. Built in 1857, it was 193ft. 6in. high and 1,650ft. in length, it was the highest and longest ferrous viaduct in Britain.

Models –

Apart from that built by Roger Solly on our Branch's Ebford Regis layout, possibly the most famous model of a Brunellian timber viaduct is that in the Dartmoor Scene built by the late Guy Williams and which is an attraction at the Pendon Museum. A photograph of this model is included in the Notes.

A full set of the Notes is available on request. They contain far more information than these summarised notes. Thanks once again to Alan for providing the very interesting Notes.

New Acquisitions –

John Brenchley – showed us a new book [actually a reprint of an original OPC book] now published by Noodle Books – *An Illustrated History of LMS wagons – Vol.1* by R.J. Essery.

Ron Richards – showed us a Bachmann OO 3000 Class 2–8–0 locomotive R.O.D 3031 in GWR green. He next showed us a Make-a-Scene of In the Night Garden, in which there is a train[?] called Ninky-Nonk and other assorted figures. He assures us that it is compulsive viewing for all Grandparents with a two year old grandchild [ABC Channel 22 at 1830 weeknights]. You view at your own risk – **you have been warned!!!**.

Roger Solly – showed two books –

- *Thomas Telford* by L.T.C. Rolt [published by The History Press]
- *Victorian Engineering* by L.T.C. Rolt [published by The History Press]

Ron Fryer – showed us two more OO Showman's Traction Engines from Corgi –

- The White Rose of York Corgi No. DG125017,
- Winston Churchill Corgi No. DG125019

Apparently there are five models in the set, all based on traction engines built by Burrells. Hmmm, another three to go!

Doing Things –

John Brenchley – showed us an N Scale etched nickel-silver kit from the 2mm Scale Association

of a Midland Railway van dia. 357. It forms a most beautiful model but it requires a great deal of patience to make it. The sides and ends have several fine overlays that require soldering. John's work is truly exquisite.

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Tom Stokes	9275 4508
Great Western Railway Modellers	Roger Solly	9444 7812
Large Scale	Graham Bell	9295 4461
LNER	Steve Rayner	9379 1147
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

From the Scribe's Quill

Meeting No 355 – February 2012. The major items of business dealt with at this meeting were -

- The Treasurer advised the tax account for 31 Dec 11 has been settled. AMRA WA Branch now has the Exhibition Account in a Business On-Line Saver account which paid over \$100 interest in the first ten days of investment – a significant improvement over our previous arrangements.
- John Maker advised that our Branch had received new Membership Application forms from Federal. He also advised that new fees would apply, Joining Fee would now be \$40 and the Annual Fee, \$35.
- Ron Fryer advised that our response to the draft lease had been posted on 27 January. The City of Bayswater will now have the lease document drafted by their solicitor for signature in due course. Ron had also discussed the FESA issue with Bayswater staff and new plans were drafted for FESA by John White. These plans were submitted 15 February. The Committee passed a vote of thanks to John for his assistance.

Meeting No 356 – March 2012. The major items of business dealt with at this meeting were –

- At the start of this meeting, the President invited Graham Watson to address the Committee. Graham advised that Rex Vellender was a long time member of the Sn31/2 group and that his collection of WAGR models had been donated, intact, to AMRA WA Branch for safe keeping by Mrs Vellender. Graham suggested that the collection be displayed near *Swan View*, in a Branch cabinet that could stand some refurbishment. This refurbishment could conceivably be funded from the sale of boxes made by Rex to transport his collection. The Committee agreed to this proposal.
- After some discussion of progress on the *WesterN-Ridge* layout, the Committee decided that the *WesterN-Ridge* Layout Coordinator position should be formally replaced by a management team comprising Terry Emerson, Steve Rayner and Neill Phillips, with a simple majority determining the outcome of any issue arising. This decision reflected the wishes of the N Scale SIG passed to the Committee informally by a majority of its active members.

- *Dymock* is a new N Scale layout that was donated to AMRA WA Branch by Ron Keen. The Committee determined that the track layout as received from Ron was not to be changed and that scenery to reflect the Dymock area should be added in due course.
- The Exhibition Manager advised that both halls at RAS had been hired to house the number of exhibits for the Exhibition. TV advertising this year will be on Channel 9 and its associated stations. The general arrangements are well under control.
- Ron Fryer advised that he had been savaged by six-legged vermin in the carpet. He produced three quotes for carpet cleaning and the Committee agreed to the lowest quote of \$120 to have the carpet in the Meeting Room cleaned while Ron still had skin on his legs! FESA has finally passed the planned extension and the necessary paperwork will be forwarded to the City of Bayswater on 23 March. The grant submission needs some supporting paperwork and will be forwarded as soon as that paperwork is located.

The next few Committee meetings will be held on Thursday 19 April, 24 May and 21 June. Branch members are welcome to attend. Meetings usually start at 1930 and complete about 2200.

Membership Matters

Please note that the Federal Committee has increased the fees for membership as of the 1 March. The reason is because of the increased costs as mentioned in the Federal President's report in the Jan/ Feb 2012 *Journal*. "The Annual Balance Sheet presented by our Treasurer, Brian Tyson, shows an operating loss of \$3361.33, this is due to the increased cost of the now coloured issues of *Journal* and some of the costs involved in our 60th Anniversary celebration."

Since the last issue of *The Branchline* we welcome the following who have joined or rejoined our Association.

Christopher Rinsma,	Gooseberry Hill	1 and G
Sean Dunlop,	Forrestfield	N
Alan Meldrum,	Como	HO/OO
Ted Williams,	Guildford	
Jaqueline Measure,	Dalkeith	
Tyson Mc Lean,	Dalkeith,	
William Mc Lean,	Dalkeith	

Please make yourself known to the Duty Officer at your first few meetings. I encourage you to ask questions as there are many aspects to our Branch. Time at our Clubrooms is never wasted.

John Maker
Membership Registrar

Comparison between our Exhibition and Sydney Exhibition

Here are some things to ponder on just how other states run their Exhibition.

Sydney Commercial Rates

\$55.00 per m²

Either 2m or 3 m in depth

Perth Commercial Rates

\$22.00 per m²

Up to 4m² in depth

Semi-commercial/Kindred organisations

Max area 4m² for display purposes only,
if selling \$85.00, also \$30 m² for additional space

Screens and tables provided by the exhibitor

Barriers: all exhibits have their own crowd
control system

All free

Apart from Retail others free

Mostly supplied by AMRA WA Branch

Stand signs: Each non-commercial stand is to display details of their exhibit [scale, era, prototype and any relevant information of the layout] including the name of the person, club or association in a form easily read by viewers.

Commercial Exhibits: Stands should be completely self-contained so that they do not require any crowd barriers and be of **presentable appearance**, if tables are used their front and sides should be covered to near floor level.

Layouts: Layouts are to have a suitable covering below the viewing area to near floor level.

Exhibitors: Should endeavour to supply screens or back drops to their layouts and dividers between adjacent stands.

Note: Sydney only allows one day of eleven hours setting up, where Perth gives two full days. Maybe we can learn from other Exhibitions how they have stricter guidelines than our own.

Frans Ponjee
Exhibition Manager

Train Mountain Railroad Museum

The Museum [<http://trainmountain.org>] is a non-profit organization dedicated to the preservation of our railroad heritage. It is located in Southern Oregon on over 2000 acres of Ponderosa Pine forest in Klamath County, the home of Crater Lake National Park.

Train Mountain currently has 69,900 feet [13¼ miles] of 7½" gauge mainline track and 133,250 feet [25¼ miles] of total trackage, which includes yards, sidings, and connector tracks. In the 2004 Guinness World Records Train Mountain is recognized as the Longest Miniature Hobby Railroad.

Model Train Enthusiast Required

Tom Rohr, Casting Associate Producer for Shine Australia, is working on a TV show and is trying to find a 18–30 year old male model train enthusiast who is very intelligent and a little bit geeky.

If any member is interested in getting involved or finding out more about this request please contact Tom via email at Tom.Rohr@shineaustralia.com

Stolen Locomotive Models

Kevin Bradney's home was broken into earlier this year and several model locomotives were stolen

- Lloyds / DJH AD 60 class loco [dual motored] numbered 6029
- Lloyds / DJH NSWGR C36 class numbered 3642 [hand painted lining]
- Scratchbuilt NSW X200 shunter fitted to a Tenshodo spud numbered X212 [with

steel weights glued underneath]

- Austrains NR class in Indian Pacific colours numbered NR25
- Auscision Models EL class in AN colours numbered EL55
- Athern SD7 in Westrail colours [as a K class] [no box included]

If anyone has any information regarding the whereabouts of any of these models or finds them being advertised for sale on Ebay, Gumtree, Quokka, etc. please contact Crime Stoppers on 1800 333 000 or Kevin via email at locoman3830@optusnet.com.au

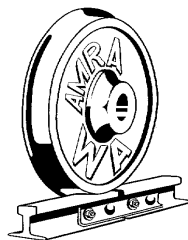
For Sale

Model Railway layout [English theme] approx 2.4m x 1.4m. Including a quantity on rolling stock, three locos and scenery items. Price \$500, ono.



Contact John Maker at jonmaker@westnet.com.au for more details and photos.

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amra-wa-branch.asn.au

Issue 212	August 2012	Vol 35 No. 4
------------------	--------------------	---------------------

Frans' Fatidic

As you are aware the Annual General Meeting will be held on Monday 20 August at 2000 at our Clubrooms.

If you would like to know how our Branch is doing please attend the AGM, when all will be revealed. An exciting year is ahead.

I would like to thank the outgoing Management Committee members for all their assistance and dedication during the year.

If any members feel they can do a better job, then they need to put their nominations in right now. Hope to see you at the AGM.

Frans Ponjee
Branch President

A Note from your Vice President

The Australian Model Railway Association is a fellowship of people with a common interest in modelling railways and includes almost every possible aspect of the hobby.

Our Clubrooms should be a place where everyone attending feels respected in a non-threatening atmosphere of friendship. Our membership includes men, women and children and our collective behaviour, mutual respect and language should take into account that mix. We all have our personal foibles and should recognise the same in others.

Let us all keep our language in check, consider the feelings, sensibilities, gender and ages of others in the membership. We have such diversity of nationalities, capabilities and knowledge that our Branch should be an enjoyable experience for us all for years to come.

Graham Bell
Vice President

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

Graham Bell – 9295 4461
email – agrohbell@bigpond.com

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Committee

Trevor Burke – 9398 4330
email – trevorburke@bigpond.com

Niels Kroyer – 9315 9635
email – njtskroyer@westnet.com.au

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

ModelRail

Our Management Committee has set Sunday 11 November as the date for this years ModelRail so please put this date in your diaries.

The event is a fantastic opportunity for us to showcase the model railway/railroading hobby, our various Branch layouts and activities and the excellent modelling skills of our members to the public. It is also a great opportunity to catch up with fellow members and for newer members to experience what our Branch and its clubrooms have to offer.

ModelRail will take the format of an open day. It is hoped that all of our Branch's layouts will be in operation and I am confident that members who have not been to our clubrooms for a while will enjoy seeing the progress that has been made on the layouts that are still under construction.

Your support will make ModelRail a great day for Branch members and the public alike. There are opportunities to assist in preparing and running the Branch layouts, staffing the door to welcome visitors, assisting with the hot dogs and drinks stand and in preparing our clubrooms before and after the event.

Set aside 0900 to 1700 on Sunday 11 November for ModelRail and remember to tell your family, friends and work colleagues that ModelRail will be open to the public between 1000 and 1600.

Trevor Burke
ModelRail Coordinator

Vale Bill Pidgeon

Bill Pidgeon died suddenly in a Cottesloe restaurant on 13 April. He was a relatively new boy at AMRA WA, having joined in July 2003, about three years after he had retired at seventy years of age. "Seventy!", I hear you say. "How can that be? Most of us are being encouraged or forced to retire in our 50s?". Well, Bill had been a Judge of the Supreme Court of Western Australia and at the time of his [compulsory] retirement he was the longest serving Judge in Australia.

Soon after joining AMRA he offered his German inspired HO *Ansbach Branch* layout to our Branch and the Committee of the day accepted it. Now it wasn't just a case of a couple of members going to Bill's home and picking it up 'holus bolus', putting it on a trailer and

bringing it out to the Clubrooms for speedy re-use. No! it was about three metres by three metres in size and incorporated a double track main line leading to a branch line terminus at a higher level, a locomotive depot, a [mostly visible spiral] and a large plaster mountain below which there were hidden sidings served by moving frog points [*Formoway* or some other brand from the 1950s)] and it had been built into a room at Bill's home!!

So, Bill cut it up into manageable pieces himself and then as a very regular worker in the Daylighters Group [which meets at the Clubrooms every Tuesday] he spent many months, if not years, putting it all together again – a bit like Humpty Dumpty! In this, he was assisted by Dave Edgell, among others, and Dave continues to work on restoring some of the mysteries of Bill's electrical work.

Bill was an unassuming man and he did not come to any of the other activities in our Branch's programme other than as a Tuesday Daylighter. If you did not know a bit about Bill, you would never have guessed that he had held such a high status in Perth's legal fraternity. In fact, he was the next highest Judge of the Supreme Court after the Chief Justice.

When the Governor of Western Australia is out of the State on business or on holiday, the Chief Justice is appointed Acting Governor and in these circumstances it was usual for Bill Pidgeon to be appointed Acting Chief Justice.

How did I know Bill? He was only a month or two older than me and, between 1948 and 1952, we both went to the University of Western Australia – Bill was pursuing a Law Degree and I was doing a Science Degree based on Chemistry. In those days at UWA, the law students were housed in the old 'tin sheds' that had been the first buildings at UWA when it was first established in Irwin Street in 1912 and these had been brought down to the Crawley campus in 1927. On the other hand, we who were doing a Science Degree luxuriated in a glorious, masonry built, Spanish style building akin to the architecture of Winthrop Hall and which overlooked the 'tin sheds'.

There was many a time that Bill and I had lunch together on the lawns and he would moan and groan about the heat of the 'tin sheds' in summer and their chill in the winter, while I could gloat about the heat capacity and the consequent more or less constant temperature of the Chemistry and Physics building! It was during these lunch breaks that I learned of Bill's railway interests, both the full size things and the modelling of them.

After graduation and taking up Articles, Bill was admitted to the Bar in 1953 at the age of 23 and he went into practice in Bunbury with Slee Anderson from 1956 and soon became a partner. There was a story told by one of Bill's legal buddies at his Memorial Service in St. George's Cathedral that he once represented a group of farmers suing the Western Australian Government Railways over a farmland fire supposedly caused by sparks from a passing WAGR steam locomotive. WAGR disputed this and it was agreed that a practical demonstration of the non-spark throwing properties of WAGR locomotives would be shown by a trial at an appointed farmland place and time. At the appointed place and close to the appointed time there was no sign of Bill [the legal representative of the plaintiff] and the steam locomotive with its train was fast approaching – where is Bill?

Someone with sharp eyesight said "There he is – he's driving the steam locomotive!." From a lay-person's point of view, I would not have thought this action would have helped Bill's client's case.

However, it does show Bill's love of trains and his love of model railways as evidenced by his extensive home layout which he was proud to show off to his legal colleagues after dinner at home.

In 1970, Bill was made one of the three founding Judges of the newly formed District Court and in 1977 he was made Chief Judge of the District Court. In 1980, he was an acting Judge of the

Supreme Court and in 1982 he was made a Judge of that Court. His thirty-one years as a Judge was the longest of any judge in Australia.

Our paths used to cross at each annual AMRA WA Model Railway Exhibition when I would have a chat to him and say “Bill, when are you going to retire? I did at fifty-five years of age! Come on in – the water’s lovely!” But he didn’t – he hung on until he was seventy, the age at which judges must retire.

What a wonderful man! Unassuming and ‘ordinary’! Generous to a ‘T’! Although most of us knew him for only a few years, he will be long remembered every time we look at and operate the *Ansbach Branch*.

Farewell, good friend.

Alan Porter

From the Editorial Desk

The Branchline – October issue deadline. Routine editorial material, articles, reports, programme items, etc., to me no later than 1500 Saturday 22 September.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on Saturday 6 October and will include will include AGM Minutes

Please note the intended dates for *The Branchline* publication for the remainder of 2012 and early 2013:

	Editorial deadline	Assembly, etc.
December	Saturday 17 November	Saturday 1 December
February	Saturday 26 January	Saturday 9 February
April	Saturday 23 March	Saturday 6 April – includes pre-exhibition material
June	Saturday 25 May – for routine material Sat 8 June – for exhibition reports exhibition reports and AGM	Saturday 22 June – will include material

Ted Thoday

Around the Layouts

Haltwhistle. The layout is still very busy, you have to line up on a Saturday afternoon in order to put your train on a track, that is if there is one to spare.

Haltwhistle is the layout which will go to the 2013 Model Railway Exhibition, so we have to get it in good working order long before then so that we can train our team on the way a railway is run.

Tom Stokes
Layout Supervisor

The Valentine Run. There’s nothing like a deadline to inspire action and the approaching June

Exhibition was the motivation to transform *The Valentine Run* from a wooden, rail and wire structure into a vibrant and picturesque depiction of a south western U.S. railroad. Our thanks go to all who participated for their fine endeavours. While it was a team effort, special commendations go to specialty leaders Garry [vegetation and painting], Trevor [ballasting and rail maintenance], Craig [town planning and structures] and Alan Higgs [point wiring].

We were especially pleased with the layout's performance at the Exhibition. Trains ran well in all directions to the delight of large crowds of surrounding patrons and it was most rewarding to listen to the many favourable comments offered. Again, thank you to the team who manned the layout throughout the three days. You were very professional in the operation of the layout, the interaction with the public and advice given was of a high standard and your co-operation and humour made the long hours of attendance a pleasure to share with you.

Although we are recovering from deadline modelling, work continues on the layout. Inhabitants of one of the Needles apartment building were concerned to hear their building was to be shifted, albeit several HO feet, to facilitate the passing of larger locomotives and their consists. Appeals to City Planner Hartmann have been rejected. We are assured that, while he owns the aforesaid locos, this did not influence his decision much. Similar concerns regarding the relocation of the town station were forestalled by his department undertaking this work in the early hours of the morning, and prior to informing residents.

We are currently installing a memory DC system, where multiple socket locations will eventually enable control of one's loco adjacent to the scene of the action. However, the system appears to have interesting effects on more modern motors, such as reversing their direction while the loco is in motion. We would appreciate some guidance from anyone who has installed a similar system – with or without locos performing a mechanical waltz.

Craig Hartmann
Alan Burrough
Layout Coordinators

Special Sale

This is for MEMBERS only.

On Saturday 25 August there will be a sale of items which our Branch has received from deceased estates. There will be both N and HO/OO gauge items available.

The sale will take place between 1400 and 1600, viewing will be from 1330 onwards, payment will be cash or cheque only.

Literary Lines

New library acquisitions. Many thanks to Ron Chatterton and Geoff Roberts for donations of books and magazines.

New arrivals on our book shelves.

- KAA060 *The British Railcar AEC to HST* by R M Tufnell
- KAA061 *Silhouettes of the Big Four* by R J Blenkinsop
- KAA062 *Reflections of the Big Four* by R J Blenkinsop

The library is open on Saturday afternoons from 1400 to 1630 for the receiving and issuing of books, magazines and videos. But come in and browse at any time.

Des
Branch Librarian

A Bloke with a Shovel

Dave Tierney reminds us that Tuesday 3 July was 'Mallard Day', the anniversary of the day, in 1938 when LNER locomotive *Mallard* obtained the world record for steam traction.

Dave suggests that the day should be renamed 'Tom Bray Day'. Tom was the fireman on *Mallard* on that momentous day in 1938.

The work of the fireman is often forgotten but without A Bloke with a Shovel, wielding it with the same dexterity as Paganini wielded his bow, a steam engine was nothing but a hunk of cold metal going nowhere!!!!

In an earlier part of his life Dave was a bloke with a shovel – his book is in our Library.

A Modelling Challenge!!

The challenge is to replicate the railway scene in this video clip -

http://www.flixy.com/train-plowing-through-deep-snow-in-new-zealand.htm?utm_source=flixy.com&utm_medium=newsletter&utm_term=video%20of%20the%20day&utm_campaign=website

Around the SIGs

Great Western Railway Modellers Special Interest Group's subject for the May meeting was the GWR's Standard Gauge Covered Wagons – MINKS.

The Facilitation Notes were provided by John Brenchley. He offered to do them seeing that he was working on models of the MINKS. Alan Porter, our normal Note provider, only too readily agreed.

The term MINK came into being with the introduction of the Company's Telegraphic Code Book in the early 1890s. It was used to signify any covered goods wagon ie. Van. Later, in the 1909 and subsequent editions of the Code Book, the letters B, C, D, F, and G were added to refer to vehicles of 21ft and over in length. The term MINK was kept to signify vehicles less than 21ft in length that were unventilated without a vacuum brake. The letter A was added to refer to these shorter [standard length] vehicles which had provision for ventilation – these could be either with or without vacuum brakes.

Iron Minks –

The first 50 iron covered goods wagons were built in 1856. They were not to the iron mink design that became familiar later and appear to have been built with a variety of lengths, widths and heights. No complete drawings or photographs have been found of these vehicles in their original condition. Most lasted for about 50 years, being condemned between 1903 and 1911. For the next thirty years, the GWR reverted to wooden bodied vehicles. The first vehicles close to the standard iron mink design were built in 1887. 102 were built with a length of 16' 6" and a wheelbase of 9' 6" and were rated at 8 tons. They had single brake blocks on the two wheels of one side with a lever

at the right hand end.

From 1888 to 1901, a further 4783 covered goods vehicles were built to the slightly shorter length of 16' 0" with a wheelbase of 9' 0". They were originally rated to carry 8tons but from mid-1894 new vehicles were rated at 9tons and from 1904 this was increased to 10tons if fitted with oil axle boxes.

After 1901, the GWR reverted to construction of wooden bodied vehicles. The reason is thought to be economics as by 1901 the cost has escalated to £100 each as compared to the £89 for a wooden bodied diagram V5 van in 1904. Variations took place between 1897 and the early 1930s to axle boxes, ventilators, brakes and doors.

Non GWR Iron Minks –

As well as those built at Swindon, the GWR also inherited over 1000 iron MINKS from the various Welsh railway companies that the GWR absorbed. Some of these were very similar to the GWR vehicles; others varied in terms of size, brake gear, buffers etc.

30ton Bogie Iron Mink – [MINK F – Dia. V1] –

Before leaving the subject of iron built vehicles, mention should be made of the 30ton bogie vehicles, eight of which were built between 1904 and 1911. These were 36ft long and vacuum brakes applied to all eight wheels. They were a main line vehicle and most lasted until the early 1950s.

Wooden Bodied Minks – early outside wooden framed vehicles –

Between the first 1856 iron vans and the advent of the standard iron minks, the GWR built wooden bodied vans, firstly on wooden underframes, then on iron underframes. Photographs show them to be built with wooden outside framework. Dimensions may have varied but one drawing shows them to be 15' 6" long with a 9' 0" wheelbase. A lever operated brakes on both wheels on one side only.

The Modern Minks –

When the wagon diagram book was introduced in about 1905, the letter V was used for the Company's covered goods wagons. The modern MINKS built from 1902 onwards with metal stanchions and diagonals had many variations which are now listed in the notes. Also listed are various examples, in photos and details, of each diagram number. These are followed by the lettering information for the various MINKS, models currently available and the references used for these notes.

Many thanks John for an excellent set of notes and photographs, these are available on request.

New Acquisitions –

Alan Porter – showed us the new Hornby GWR Horsebox with special emphasis on the detail under the vehicle. He next showed three OO scale PO wagons by Bachmann –

- an 8plank open wagon JAMES & EMANUEL Ltd
- a 5-plk steel-floored wagon JAMES DUXFORD & Son,
- a 7-plk wagon with coke rails EXETER GAS COMPANY.

He also bought two Dapol Composite LMS Coaches and two Dapol CKD kits of LMS 3rd/Brake

Coaches that just clip together. His final item was a Comet Overlay for a 50ft District Inspector's Saloon LMS/BR. [*Actually the Saloon was 50ft not the Dist. Inspector!*]

Roger Solly – told us of a website that he had acquired of an O gauge layout, it is www.monksbaymodelrailway.co.uk.

Doug Firth – showed us a OO Siphon G [GWR], a Lima Horsebox [GWR], a book *Modelling the GWR* by Chris Ellis and the HMRS book on *All About GWR Iron Minks*.

Doing Things –

Doug Firth – showed us a Mainline Collett 0–6–0 tender locomotive that he has resprayed from black to green using a spray can of Mister Hobby IJA Green at \$10.95 from Stanbridges. It looks really good.

Great Western Railway Modellers Special Interest Group's subject for the June meeting was GWR Road Vehicles and Aircraft.

Road Vehicles –

The Great Western Railway's road vehicles can be divided into Horse Drawn Vehicles and Mechanically Propelled Vehicles, with Trailers occupying common ground. Each of these will be looked at separately.

1. A General Outline of Livery Developments –

The painting and lettering of the GWR's road vehicles followed the practice of the carriage shops rather than that of the locomotive department.

a. Carts and horse-drawn vehicles –

The body, underframes and wheels of carts and horse-drawn vans were brown and carried the legend *Great Western Railway* in 5in. letters along one of the planks that formed the side of the body. The lettering was in yellow or gold and the initial letters of the Company title were slightly higher at the tops than the remainder of the letters. By 1900, the name of the station where they were based and used for dedicated parcels traffic, had been added to the side of the vehicles. There was no strictly defined place for the fleet number and examples are as common with it at the front as at the back. Where there was a canvas cover or hood, this was painted black and the lettering on it was in plain white block letters and in addition to *Great Western Railway*, various other legends were carried such as *Express Parcels Service*, *Passenger Train Parcels* and *Parcels Delivery*. About 1900, in common with the rail freight stock, use was made of the 25in. letters G.W.R. [including the three full stops].

Cream colour made its appearance on horse-drawn road-freight stock in the middle to the late 1930s. On flat lorries and the longer ones with side planks it took the form of a narrow panel of one plank depth on which the words *Great Western Railway* were written in brown with the fleet number and the tare in italic script. About this time too the Shirt Button monogram made its appearance on horse-drawn road vehicles. It was apparently confined to the covered parcels vans that had cream upper sides and grey roofs, the letters of the device were in brown. A panel was provided on the sides of these vans where posters could be stuck. When new these panels were grey and the practice of extended writing on the canvas sides fell into disuse.

b Mechanised vehicles –

The first departure from horse-drawn vehicles were two Milnes Daimler Wagonette omnibuses acquired in 1903 and put into service between Helston and The Lizard as a much cheaper alternative to the GWR building an extension from Helston. These vehicles had four-cylinder 16hp petrol engines and petrol was cheap – [2d. per Imperial gallon!] Closely following these vehicles were two Wolseley motor lorries with flat trays but with provision to attach body sides. The Company name was painted crudely in block letter format along the side of the flat tray. The painting was plain brown with no attempt at lining.

In 1905 the first mechanised parcels vans appeared. 1906 saw the introduction of the fleet number of the mechanised lorry or van on a plate at the front of the body side. In 1919 the GWR bought eleven electrically propelled vans painted in crimson lake with the Garter Crest on the cab sides.

From 1922 the upper sides of vans were solidly built instead of canvas and were cream, following the trend of the rail passenger stock. Lorries also adopted the brown and cream livery although not applied to all motor vehicles. The ubiquitous Shirt Button monogram appeared on road vehicles, as on everything else Great Western, on lorries it was on the body sides in addition to the lettering on the cream panel. It took the place of the G.W.R. on the sides of vans and at the front of the cabs in place of the cast plates which were removed.

Trailers and semi-articulated trailers were painted like flat-bodied lorries, these vehicles were the only ones that carried their telegraphic code, *DYAK*, on the sides.

The livery of the first two omnibuses followed that of the early lorries. Painting was all-over brown with no indication of ownership. In 1904 when the Company realised that it was in the omnibus business for the long haul, a more elaborate painting scheme was adopted. When double-deckers were introduced in 1905 in the Slough area, they were the first to carry the Company title in the form of *G.W.R.* along the lower body sides. There were some particularly elaborately finished buses in the Cornwall area. In 1908, in common with the railway rolling stock, the buses reverted to all brown but the bonnets and the Cornish bodies continued to be lined and the lettering was unchanged. It is uncertain whether the buses changed in 1913, like the carriages, from brown to crimson lake. In 1923, the buses again became chocolate and cream. This livery basically lasted until 1933 when the GWR buses were passed over to private bus companies and the GWR's omnibus services ceased to exist.

Although the GWR, like all major railways, arranged its own cartage services to and from its stations, very little evidence exists from the early days and there is a strong suspicion that before about 1890 these services were either contracted out or were run by agents. The earliest authenticated illustrations of Company owned road vehicles are photographs from 1890.

The facilitation notes continue with a more detailed look at each of the following sections –

- Horse-drawn vehicles
- Mechanical omnibuses
- Mechanical cartage vehicles
- Tractors
- Railhead schemes
- References

c. Aircraft –

In 1929, the Big Four obtained Parliamentary powers to operate air services. An announcement by the GWR of its intention to commence an air service on 12 April 1933 was the first step taken by

any of the Big Four to exercise those powers. The service was arranged to operate between the municipal aerodromes at Cardiff, Roborough [for Plymouth] and Halden [for Exeter, Teignmouth and Torquay]. The route was extremely suitable for the experiment as the plane could cross the Bristol Channel, performing the journey in about 50 minutes whereas the train took nearly four hours via Severn Tunnel and Bristol. The twice-daily service gave direct connection between a densely populated industrial area and one of the most popular coastal holiday coasts in the Country. It was operated in conjunction with Imperial Airways Ltd who supplied a three-engined *Westland Wessex* plane together with pilot and necessary ground staff. The plane was painted appropriately in the railway coaching stock colours and the interior was similar to that of a standard first-class railway carriage. The terminal services were performed by the GWR staff by means of motor omnibuses and the passengers were given the additional facility of having their heavy baggage collected, conveyed by rail and delivered at destination without any extra charge.

On 22 May 1934 the service was extended to Birmingham with one flight each way daily, including Sundays. Shortly before this [March 1934], the Big Four formed a partnership with Imperial Airways to form Railway Air Services [RAS], a domestic airline operating routes entirely within the UK, but linking up with Imperial's overseas services. The RAS's main operating and maintenance base was at London's Croydon Airport. This partnership included the GWR and it would appear that the GWR's pioneering effort was aborted, the routes being operated by a fleet of RAS de Havilland biplanes. The RAS trunk service [London-Birmingham-Manchester/Liverpool-Belfast-Glasgow] commenced on 20 August 1934, once daily in each direction, using the Airline's newly delivered *DH86 Express* biplanes. Other aircraft used at this time were the *DH84 Dragon* [1934-1939] and the *DH87 Dragon Rapide*[1935-1947].

In 1939 the control of civil aircraft was restricted and part of the RAS fleet was placed under government control. RAS resumed peacetime flights in early 1946 using their newly acquired *Avro Ansons* and ex-RAF *Douglas DC3 Dakotas*. A number of ex-Luftwaffe *Junkers JU52* tri-motor aircraft were also used during 1946/47 before retirement and scrapping.

In August 1946, the British Government formed the British European Airways Corporation [BEA], a state-owned airline which was given a monopoly of all scheduled air services within the UK and to continental Europe. From the beginning of August 1946 RAS operated all its services on behalf of BEA until it ceased operations on 31 January 1947. BEA then acquired the RAS aircraft, its staff and its routes.

The Notes then give the Model information along with the references used for these aircraft notes.

New Acquisitions –

Alan Porter – showed us two models of Lima SEALIONS that he bought from Andrew Morling at the Exhibition. They are almost nigh on as perfectly correct as the originals. He next showed a Hornby OO R6455 20T BR Engineer's Green SHARK Ballast Van and three Hornby OO R6512 TROUT Ballast Hoppers. All the Hornby items were from Hattons.

Doing Things –

Ron Fryer – told us that he is repairing Mainline MACAW B Bogie wagons. He will bring them in to show us, hopefully next month.

Alan Porter – explained to us that at the Exhibition, he was demonstrating how he makes loads for his wagons using his patent method of magnets, and he showed us the results.

John Brenchley – showed us his finished N Scale model of a Meat van that he had partly built

and showed to us at the last meeting.

S Scale Special Interest Group's June meeting came, as usual, just one week after the Model Railway Exhibition. The meeting was well attended with 31 members and visitors coming to our Clubrooms to hear the latest news, views and events for modellers of the WA scene. The evening was billed as a general **Bring and Show**.

Graham Watson rang the bell at 2030 for the formal part of the evening and welcomed visitors including Bob Balaam who is a friend and colleague of Joe Moir who has finally encouraged Bob to join AMRA and the S Scale group.

Graham reported that 21,000 visitors attended the Exhibition which was 7,000 more than the previous record and almost 10,000 more than the long term average. On behalf of all the members present Graham thanked our Management Committee and particularly Frans Ponjee and the Exhibition team for all their hard work in making the Exhibition such a resounding success.

Murray Hartzler reported that he was pleased with the running of his *Parkerville* layout at the Exhibition and thanked all those who helped make it a success. The layout won the trophy for the best model of a railway – it has won trophies at each of the three or four times it has been exhibited. It is probably the last time it will be exhibited to the public as the layout will be retired to Murray's layout room at his home in Swan View, which overlooks the former Eastern Railway.

Graham Watson reminded members of the S scale workshop in our Clubrooms at 1000 on Sunday 15 July. Railfest should be another event to mark in our diaries on Sunday 14 October at the Railway Museum. The Rail Heritage WA website now has 7507 photos on it and can all be accessed entirely free of charge. It is a boon to modellers of the WAGR/MRWA.

The results of the ongoing Sn3½ loco survey were also announced as follows. Steam locos – 231, Diesel locos – 110, Railcars – 32, Grand total 373. This is 42 vehicles more than the 2009 survey result. The figures represent locos owned by present and past members or associates of the SIG that are assembled, painted and run-able on a layout. All would agree that it is a terrific result. Thanks to Graham Watson for keeping us all informed.

Bill Gray reported that the Winter Edition of the ASNM magazine will be a little late this month but will be full of interesting articles as usual.

Peter Edwards was the first to show the progress he is making on his G&L Models Y class locomotive kit. The kit was only released a month or so ago and Peter has wasted no time in putting it together. He reported that it went together very well.

Stuart Mackay also showed his assembled and unpainted Y class kit and placed it alongside the scratch-built model that he built almost twenty years ago. Both the new kit and the earlier model were dimensionally identical with only slight variations in detail. Stuart said this was reassuring from a modeller's point of view, confirming that the two different methods of construction resulted in very similar outcomes.

Neil Blinco gave a very interesting and informative talk on the use of the liquid Crystal Clear [available from several of Perth's hobby shops] and its alternatives as a form of glazing on the windows of his coaches. Neil gave a demonstration of the application of the liquid, which is applied and worked into the window spaces using a tooth pick. An alternative liquid is available from Micro Mark [details of which can be found on the web]. Both products have their advantages and it is up to the preference of the individual modeller as to which they should use. The demonstration promoted a lot of discussion and interest and, dare one say, hopefully a bit more business for one or

two of our local hobby shops.

Kieran Wright reported on a catalogue he recently acquired from Precision Scale Models of Montana USA. They can also be Googled on the Web. Kieran reported that they have a range of detailing items suitable for our needs and their website is well worth a visit.

Murray Hartzler showed some clear louvre glass he recently purchased which is very useful as a flat, cutting and assembly surface for model construction and assembly.

The Group's July meeting was well attended by 32 members which is fast becoming the long term average attendance figure. Members were in for a surprise viewing of some interesting and exquisite models and a surprise announcement and viewing of a new kit from Graham Watson.

Apologies were received from absent friends, Lynton Englund who has the flu, Greg Aitken who was also unwell and Gary Pilmoor who had work commitments.

Graham Watson started the meeting in his usual way and extended a warm welcome to all the members present and in particular to an old friend, Allen Howe and his two sons, Colin and Ashley and daughter Allison Watt. Graham reminded members of our Branch AGM which is coming up in August.

Trevor Burke reported on the progress of the extensions to our Clubrooms, which are still well and truly on the agenda from the Branch's point of view. Building approvals take a little longer.

Stuart Mackay reported that he has had a good response to his Sn3½ modelling book and has sold one third of the number printed since its release at the Exhibition in early June. Copies were still available from Stuart or can be ordered by email from his address at mackays@inet.net.au. Stuart hopes to release a second volume in a year or two depending on the overall success of Volume 1.

Bill Gray informed the membership that the winter edition of the ASNMM magazine was finished and had been sent to the printer. Hopefully we should have it in our mailboxes by the end of July or early in August at the latest.

Graham then asked Stuart to introduce the next item which concerned the **S scale Models of Allen Howe**. Allen has been a long time member of the Group since the 1990s and became a very fine modeller of the WAGR during his retirement. Stuart welcomed Allen and his family and thanked them for coming along on such a cold night. Stuart explained that Allen's daughter, Allison, had approached the Group to assist Allen with the painting of four coaches and three scratch-built D class locomotives which Allen had finished but had never got round to painting since he entered the retirement home at Ritcher Lodge. Lynton Englund offered to paint the locos and Stuart offered to paint the coaches. The models were outstanding examples of Allen's work and both Stuart and Lynton were only too pleased to finish the models. The models were displayed to the members and then placed on *Swan View* for a photographic session. Members were treated to some of the best models made by any member of the group. They included a D, DM and a DD class tank locomotive, 2 PM locomotives, 2 P class locomotives, an Australian Standard Garrett and four coaches classes AU, AW, AS and AT.

Neil Blinco followed up on his talk from last month's meeting by showing the results of using Crystal Clear on the windows of his AY and AYB suburban coaches following the successful application of it on his AYL country lounge car.

Doug Firth showed his ZB guard's van and the windows he had glazed, with varied results, using



**The AU, AW, AS and AT coaches
scratch-built by Allen Howe**

**One of Allen Howe's scratch-
built brass locos.**

A Bill Gray photograph.



Monday Night Topics

Further to my request for Monday night topics I have listed some that will be discussed over the next twelve months or so. Please attend these meetings as the presenter has put a lot of effort in to make each topic both informative and beneficial. Without your attendance no one benefits.

Please refer to the program for item and date of presentation. These are not in any particular order

- Track laying [both hand laid and Flexitrack]
- Point making
- Coach/rolling stock modification
- Danish State Railways
- Scenery – How to build and methods you can use
- Weathering – different techniques; for example airbrushing
- Sandstone Train event
- Locomotive Hauling – testing, measuring, etc

These are some topics that will be discussed, others will be added as presenters become available

If you have a topic you would like added to this list please let a Committee Member know and they will pass it on.

Craig Hartmann

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members are invited to make a gold coin donation at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

August

Friday	10	[1]	N Scale Special Interest Group meeting – General Activities
Saturday	11	[2]	The Branchline assembly General Activities
Monday	13	[3]	S Scale Special Interest Group – Air brushing your models. A talk and demonstration by one of the best, John Miller
Tuesday	14	[4]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Friday	17	[5]	N Scale Special Interest Group meeting – General Activities
Saturday	18	[6]	General Activities
Monday	20		Annual General Meeting – see enclosed supplement
Tuesday	21	[7]	Daylighters Group – daytime meeting
Wednesday	22	[8]	Great Western Railway Modellers Special Interest Group meeting – GWR refrigerated vans

Friday	24	[1]	N Scale Special Interest Group meeting – General Activities S Scale Special Interest Group – bring and run a train on <i>Swan View</i> layout
Saturday	25	[2]	Members Only Special Sale – see article on page 5 General Activities
Tuesday	28	[3]	Daylighters Group – daytime meeting
Wednesday	29	[4]	British Railways Special Interest Group meeting – BR Standard 9F locomotives
Friday	31	[5]	N Scale Special Interest Group meeting – General Activities

September

Saturday	1	[6]	General Activities
Monday	3		Scenery Techniques – Our Presenter will discuss the scenery techniques used on DSF&V layout and how these can be used on any layout.
Tuesday	4	[7]	Daylighters Group – daytime meeting
Wednesday	5	[8]	LNER Special Interest Group meeting
Friday	7	[1]	N Scale Special Interest Group meeting – General Activities
Saturday	8	[2]	General Activities
Monday	10	[3]	S Scale Special Interest Group – Bring and show your very first and last model, scratch built or kit built vehicles and/or structures and train running on <i>Swan View</i>
Tuesday	11	[4]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	12		DCC Special Interest Group meeting – venue Naval Base
Friday	14	[5]	N Scale Special Interest Group meeting – General Activities
Saturday	15	[6]	General Activities
Tuesday	18	[7]	Daylighters Group – daytime meeting
Wednesday	19	[8]	Great Western Railway Modellers Special Interest Group meeting – Bring, Run and Tell about a GWR Train
Friday	21	[1]	N Scale Special Interest Group meeting – General Activities
Saturday	22	[2]	General Activities
Tuesday	25	[3]	Daylighters Group – daytime meeting

Wednesday	26	[4]	British Railways Special Interest Group meeting – Bring, Run and Tell About a BR Train
Friday	28	[5]	N Scale Special Interest Group meeting – General Activities S Scale Running Night - Informal train running night. Bring a train and run it on <i>Swan View</i> . Talk all matters S Scale.
Saturday	29	[6]	General Activities
October			
Monday	1		Basic Electrics – Our Presenter will discuss the basic electrical wiring techniques and a comparison between DC and DCC wiring. Queen's Birthday - Public Holiday
Tuesday	2	[7]	Daylighters Group – daytime meeting
Wednesday	3	[8]	LMS Special Interest Group meeting –
Friday	5	[1]	N Scale Special Interest Group meeting – General Activities
Saturday	6	[2]	The Branchline assembly General Activities
Monday	8	[3]	S Scale Special Interest Group meeting –a second MRWA night, with slides/video of MRWA
Tuesday	9	[4]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	10	[5]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	12	[6]	N Scale Special Interest Group meeting General Activities
Saturday	13	[7]	General Activities

(Continued from page 12)

Crystal Clear .

Phil Knife showed his very nice little scratch-built model of the WAGR R class 4–4–2 locomotive No. 174 which is now located at the Rail Heritage Museum. Phil described how he built it and how he overcame the problem of weight distribution by using the time-honoured method of applying lead shot under the loco. Phil is off to Denham for an extended term of pastoral duties. We hope he gets time to do plenty of modelling and is able to keep in contact with his modelling friends and colleagues.

Stuart Mackay showed a model of one of his VF van kits only to show that it now incorporated a styrene roof. The roof was shaped using the heated pipe method described and advocated by Murray Rowe and Neil Blinco at the April meeting. Stuart said the method worked well using a vacuum cleaner pipe. He found that three applications of boiling water is probably needed to get a smooth, permanent curve before the insulation tape is removed.

The topic for the July meeting was road vehicles suitable for an S scale layout. Due to the over-running of time only a few members brought out models which they thought might be of interest.

Gary Gray showed a flat bed truck he had heavily modified and nicely repainted from a vehicle he purchased at the Exhibition for \$5.

Peter Shurman showed a range of cars as did **Neil Blinco**.

Before the close of the meeting **Graham Watson** made a surprise announcement of a kit he has only recently produced of a MRWA CA cattle wagon. The recent revival of interest in all matters MRWA led to the discussion that there were no MRWA sheep or cattle wagons in the repertoire of kits available to the group. Graham responded to the challenge by making a nice and easy-to-assemble kit of the diminutive CA wagon in blue/grey livery which will grace any train or siding. Thanks Graham, the kit is a welcome addition to the range of kits available to members of the SIG.

What a terrific evening it was for all the members and visitors who braced themselves against the cold night air to come out to catch up with old friends and to see what is happening in the local model railway scene.

As a piece of late news, a dozen or so of us met on Sunday 15 July at the clubrooms between 10.00 and 15.00 hours in what was the second S scale modeller's workshop of the year. We all put a kit together with the help and advice of other members in what was a convivial and cooperative atmosphere. Thanks to Graham Watson and Trevor Burke for organizing the event. These workshops provide the opportunity to gain advice and help with the assembly of a kit that would probably have sat on the modelling desk that little bit longer.

The S Scale Special Interest Group meets on the second Monday of every month at 2000 at the AMRA WA Branch clubrooms in Moojebing St, Bayswater. New members and visitors are always welcome. Contact Graham Watson on 9250 1084 or Stuart Mackay on 9310 3858 for general information about the S scale group.

British Railway Modellers Special Interest Group's May meeting topic was the BR Classes 30 and 31 Diesel Electric Locomotives.

1 – Background –

The 1955 Modernisation Plan produced by the British Transport Commission [BTC] proposed the replacement of the steam locomotives then being operated by British Railways, by electric and diesel locomotives and by electric and diesel multiple units.

The Plan envisaged a requirement for some 2,500 diesel locomotives in due course and, although these were readily available from the USA manufacturers, it was decided, for a number of reasons, to Buy British! Thus it was decided to place orders for 171 diesel locomotives with several British locomotive manufacturing companies, allowing them some degree of free rein with their ideas and equipment. The types proposed in the pilot scheme were –

- Type A – 800 to 1,000hp for freight traffic
- Type B – 1,000 to 1,250hp for mixed traffic
- Type C – 2,000 and above for heavy duties

Note that no class was specifically termed for express passenger traffic. The specifications for the Type B locomotives were quite broad. English Electric was given an order for ten Type B diesel

locomotives [later Class 23s], Brush Traction was given an order for twenty Type B diesel locomotives [later Class 30s], North British was given an order for sixteen Type B diesel locomotives [later ten Class 21s and six Class 22s], Metropolitan Vickers was given an order for ten Type B diesel locomotives [later Class 28s], Birmingham Railway Carriage and Wagon was given an order for twenty Type B diesel locomotives [later Class 26s] and BR Derby Works was given an order for twenty Type B diesel locomotives [later Class 24s].

2 – BR Class 30 Diesel Electric Locomotives –

Brush Traction of Loughborough obtained their order for twenty Type B diesel locomotives in 1955. The locomotives weighed 105.3tons and, with an axle loading of 26.3tons, were therefore far too heavy to be carried on two four-wheel bogies, the specifications stated that the maximum axle loading be 18.75tons! Consequently, they had two six-wheel bogies and were powered by Brush TM73-68 traction motors on each outer axle of each bogie, the central axle of each bogie remained unpowered, an A1A-A1A wheel arrangement.

Construction of the first locomotive, D5500, commenced in February 1957 and it emerged from the Works in September 1957. Delivery of two locomotives per month was achieved and the last locomotive, D5519, was completed in August 1958. The twenty locomotives were allocated to various depots in the Great Eastern Section of the Eastern Region and they rapidly replaced steam traction on the principal expresses out of Liverpool Street. All were painted in BR Locomotive Green with two grey bands, a wide one at solebar level and a narrower one halfway up the body side, and a mid-grey roof.

The BTC was delighted with these new locomotives and a repeat order for forty locomotives [D5520-D5559] was placed on Brush Traction in July 1958. After D5541 was built, BTC decided to change the train identification display from the four-position disc system to the four-character head code system displayed in a roof-mounted box. Subsequent orders were placed on Brush Traction as follows –

- December 1958 Twenty locomotives [D5560–D5579]
- April 1959 Seventy-five locomotives [D5580–D5654]
- August 1959 Twenty-five locomotives [D5655–D5679]
- January 1960 Forty-six locomotives [D5680–D5699] and [D5800–D5825]
- Unrecorded date Thirty-seven locomotives [D5826–D5862]

Thus making a total of 263 locomotives. Due to concerns from track-workers about the visibility of the new green diesel locomotives which were said to blend into the background, Nos. D5578 and D5579 were delivered in experimental colours as a trial to see if they would prove to be more visible than the standard green colour. D5578 was in the Electric Blue and D5579 in Golden Ochre. They were painted in BR Locomotive Green about 1962 when it was decided that all diesel locomotive classes would have a yellow half front, this was changed to a full yellow front in 1964.

Reliverying in the overall BR Corporate Blue livery with the arrows of indecision commenced in 1966 and was complete by 1974. One of the failings of the Class 30 locomotives was that of being under-powered. BR tried increasing the horsepower and therefore engine speed of the various Mirrlees JVS12T engines in use and then increasing them yet further. Therefore there were four different groups of these A1A–A1A locomotives –

- fitted with Mirrlees 1,250hp engines
- fitted with Mirrlees 1,365hp engines

- fitted with Mirrlees 1,600hp engines, and
- No.5835, fitted with a Mirrlees 2,000hp engine.

However, in 1964 when some of the original Mirrlees JVS12T diesel engines were being given heavy general overhauls, some serious problems were identified, mainly involving fatigue of engine housing, crankcase and cylinder columns. It was suggested that these faults were caused by the uprating of the JVS12T engine causing excessive stresses. The still-operational Mirrlees diesel engines were down-rated back to 1,250hp and the 2,000hp D5835 was down-rated to 1,600hp.

Faced with the fact that to repair the complete fleet of diesel engines would be time consuming and a very costly undertaking with the prospect of a serious potential drop in availability, BR came up with a fall-back plan. After considering the technical issues and a trial of an English Electric 12SVT diesel engine of 1,470hp in D5677 in mid-1964, a major re-engineering scheme was authorised and an initial order for fifty E.E.12SVT engines was ordered to replace faulty Mirrlees engines. A further order for another fifty E.E.12SVT engines followed in December 1965 and a further 112 were ordered in April 1966. Twenty more E.E.12SVT engines were purloined from the planned fitment programme of the same engines into the Metrovick Co-Bos [Class 28]. The final thirty E.E.12SVT engines came in 1969. By the end of that year the whole fleet of 263 Class 30 locomotives had been re-engined.

[Note – It seems that Mirrlees were able to refurbish the faulty diesel engines which had been returned [sold back??] to them and operating at an even lower horse-power rating than originally used by BR, they were in instant success in the British trawler fleet some of which were re-equipping from older type diesels and even reciprocating steam engines!]

Thus it was that in 1973 when the TOPS scheme was introduced we said goodbye to the Class 30s and welcomed in the

3 – BR Class 31 Diesel Electric Locomotives –

Why a different TOPS number was needed is a bit of a mystery!. The only significant difference between the two Classes externally was that Class 30s had a single exhaust port in the roof, whereas the Class 31s had the twin exhaust ports in their roofs. Initially the Class continues to bear their D5xxx running numbers which were shorn of their D prefix after 1968 with the demise of steam traction [boo-hoo!]. With the adoption of the TOPS scheme, the whole fleet of 263 locomotives were renumbered into the 31xxx series in 1973. The locomotives Nos.D5501–5517 became Nos.31001–31017, D5519 became 31019 and D5500 became 31018. The missing D5518 became 31101. The remaining 244 locomotives [including D5518] were sub-divided into . . .

Class 31/1 – Standard locomotives, originally equipped with vacuum braking and steam heating equipment.

Class 31/4 – Locomotives fitted with air-braking facilities and with Electric Train Heating supply equipment.

Class 31/5 – Some of the Class 31/4s which were not used for passenger train haulage had their ETH removed but leaving the air-braking.

Class 31/9 – Nos.31298 and 31326 were transferred to the Derby Test Centre for use on test trains.

4 – UTILISATION –

During the 1960s, the Brush Type 2s were used exclusively on the Eastern Region [East Anglia, the southern end of the ECML and around Sheffield and in Lincolnshire.] but by the early 1970s their allocations were more widespread. With electrification of the ECML and the main routes in East Anglia there was a gradual drift of the Class to the London Midland and Western Regions.

5 – MODELS –

The Brush Type 2s must surely be one of the most prolific of models and the list provided covers 2, 3, and 4mm/ft scales.

6 – REFERENCES –

Finally, the comprehensive list of references used for these notes is given. Some photographs are also provided. A full and more detailed set of notes is available on request.

New Acquisitions –

Steve Rayner – showed a OO Hornby BR Schools Class 4–4–0 locomotive No.30901 *WINCHESTER* that he bought because it looked lonely sitting on Stanbridges shop shelf. I ask you.....!!!!

Alan Porter – has been buying books. As he says “he had a rush of blood to his head!” The books he showed us are –

- *Civil Engineers Wagons Vol.1.[Brit. Rlys 1948-1967]* by David Larkin published by Kestrel Railway Books
- *The Rise & Fall of British Railways – Branch & Minor Lines* by John Vaughan published by Haynes Publishing
- *The Rise & Fall of British Railways – Goods & Freight* by John Vaughan published by Haynes Publishing
- *Railway Breakdown Cranes – Steam Breakdown Cranes. Vol.1.* by Peter Tatlow published by Noodle Books

Doing Things –

Steve Rayner – is sorting his photos from his recent trips [railway photos that is!]

Alan Porter – showed the latest CKD kits from Dapol of LMS suburban coaches [refer for more detail to May GWR report]. Excellent coaches for a very cheap price! £8 per kit!!

British Railway Modellers Special Interest Group's June meeting subject was the BR 16ton Steel Mineral Wagon.

1 – Introduction –

Between 1950 and 1959, 239,673 steel mineral wagons were built by/for British Railways. The total cost of this massive construction venture was, it is said, to have been greater than the cost of all the diesel locomotives proposed under the 1955 Modernisation Plan. Why were so many built? In a few words – **they were desperately needed!**

When formed in 1948, BR inherited 1,279,543 wagons and containers from the Big Four companies, as well as 544,694 mineral wagons. These had previously been mostly privately owned but had been requisitioned by the Government at the outbreak of WW11 in 1939.

After the War, the Labour Party won the 1945 General Election with a commitment to nationalise the railways, the coalmines and the electricity industries and, as a consequence, these previously privately owned wagons were retained by the Government, with the previous owners finally being paid out in 1948.

The vast majority were wooden bodied with a capacity between 8 and 12 tons, and many had wooden underframes with grease lubricated axle boxes. They had received little maintenance during the War years, and most of them were clapped-out and the immediate reaction of BR was to repair those that had a reasonable life expectancy, pass on to the National Coal Board those wagons that were still capable of some work at slow speed and to scrap those wagons which had neither a reasonable life expectancy or could not be run safely on BR metals. It was in this context that the BR 16-ton steel mineral wagon was spawned.

2 – Steel Mineral Wagons Inherited by BR –

The species had not been entirely absent prior to 1948. The Butterley Company and Charles Roberts & Co, – both wagon builders – had produced steel bodied 12ton mineral wagons during the 1930s as a more economic alternative to the standard 12ton wooden bodied mineral wagon, some private owners had taken delivery of these. During WW11, the slope-sided Charles Roberts & Co. 12ton design was redesigned for a load of 14tons, late upgraded to 16tons. It was adopted by the Ministry of War Transport as a suitable design and 8,750 wagons were authorised by the MofWT for building by twelve different wagon builders for use on the railways to replace those damaged beyond repair in collisions and air raids. They were later to become **BR Dia. 1/100**.

The MofWT also authorised a further 1,000 straight-sided 16ton steel mineral wagons from Hurst Nelson, these were later to become **BR Dia. 1/101**.

Following the example of the MofWT, the LMSR and the LNER both built straight-sided 16ton steel mineral wagons after WW11 but before Nationalisation – 2,600 welded ones to LMS Dia.2106 and 2109, whilst the LNER had 7,200 riveted ones to LNER Dia.188, built by outside contractors.

It can be seen therefore, that there was a pressing need for wagons in the immediate post-wars years to replace those privately owned wagons that were beyond salvation. The private owners were not willing to make any investment in new stock – they had still not been compensated for their requisitioned wagons. It was left to the MofWT to fill the gap!

This was done by authorising the construction of over 50,000 new 16ton steel mineral wagons over five years. Of these –

- 1,500 were the Charles Roberts & Co. slope-sided design **[BR Dia.1/100]**
- 11,500 were to the LMS Dia.2109, but with LNER pressed steel side doors. **[BR Dia.1/102]**
- 1,500 were to the LNER Dia.188. **[BR Dia.1/103]**

The Railway Executive, formed at the outbreak of WW11, advised the MofWT to standardise on Dia.1/102 and Dia.1/103 designs. The Charles Roberts slope-sided design was deemed unsuitable and no further wagons were built – Charles Roberts went off in a huff!

Accordingly, a further 17,500 wagons to the BR Dia.1/102 and 1/103 were ordered by the MofWT in 1946 for 1947 delivery. A few of the Dia.1/102 wagons were modified with flap doors on top of the side doors, these became **BR Dia. 1/104**. The remaining 20,000 plus wagons were ordered in January 1947 but were not delivered until 1948/9 and were mostly to BR Dia.1/104 and the new **BR Dia.1/105**, these being the BR Dia.1/103 but with the flap doors above the side doors.

Also, there were 2,800 wagons to LMS Dia.2134 authorised in 1947 but built by BR in 1949, which were based on the previous LMS Dia.2109 but with top flap doors like the very similar BR Dia.1/104 – these became **BR Dia.1/106**.

Finally there were the SNCF wagons – 7,000 of these had been built by Metro-Cammell during 1945–46 to assist in the rehabilitation of the French railways system after WW11.

They had a body of SNCF design [with cupboard style doors] but with standard RCH underframes. These, along with 3,000 newly built wagons, to what were to become the BR Dia.1/100 & 1/101, were shipped to France in 1946, thought never to be seen again! By 1950, the SNCF considered them dispensable and BR, desperate for steel mineral wagons from almost any source, bought all 7,000 wagons with the cupboard style doors, and these were repatriated later that year for refurbishment, 6,982 entered revenue service as **BR Dia.1/112**. In the same year 1,987 BR Dia.1/100 wagons supplied earlier to France, were also repatriated and 1,964 entered revenue service without a change in Dia. number.

Additionally, 308 of the BR Dia.1/101 supplied to France in 1945/6, were also repatriated in 1950 and 305 of them entered revenue service reclassified as **BR Dia.1/113** [*Clear as mud!*]

The BR Dia.1/112 were not popular with railway, colliery or shipping staff and they went out of BR service during the mid 1960s. Many were sold off to the NCB and 300 were sold to British Titan Products for carrying ilmenite [iron ore] to its Grimsby works where they lasted until 1975, some then being sold to the NCB for internal use at collieries.

The Charles Roberts & Co. slope-sided wagons [BR Dia. 1/100], the Hurst Nelson straight-sided wagons [BR Dia.1/101] and the ex-LNER design wagons were all condemned about 1960.

The LNER designed wagons [BR Dia.1/102], the LNER Dia.188 wagons [BR Dia.1/103], the top flap door variants BR Dia.1/104 and Dia.1/105 and the ex-LMS Dia.2106 and 2109 wagons were all withdrawn by 1972. Many went into Departmental use as spoil carriers and many were also sold to the NCB for internal use at collieries. Some were sold for internal use in private factories and some were even overhauled by Richard Thomas and Baldwins for use on the main line as steel carriers and for soda ash.

In summary, a total of just under 77,000 16-ton steel mineral wagons designed by others were inherited by BR in 1948 and soon thereafter.

3 – The BR Story –

The Ideal Stocks Committee was set up by the Railway Executive in Feb.1948 to “*report with regard to possible traffics in 1950 on the types and numbers of locomotives, carriages and wagons required under conditions of unified control to cater efficiently for anticipated traffics and to yield the maximum reduction of costs, to consider these ideals in relation to actual stocks and to make recommendations as to how the ideal . . . may be achieved . . . blah! blah! blah! . . . etc., etc., etc.*” [Shades of Sir Humphrey Appleby!]

For the carriage of minerals [mainly coal] they concluded that a 24½-ton wagon was to be preferred but . . . *meanwhile, until terminals and other conditions permit . . . the 16-ton wagon . . . should be built* and that all grease lubricated wagons should be eliminated in six years – all 253,000 of them. The size of the task was massive and two new designs were issued – **BR Dia.1/108** for wagons of welded construction and **BR Dia.1/109** for wagons of rivetted construction. Neither of these Diagrams featured bottom doors but otherwise they were identical to BR Dia.1/104 and 1/105 respectively. The omission of bottom doors meant that Morton brakes could be fitted and this obviously improved the braking system.

BR Dia.1/111 was also issued at this time for wagons identical to BR Dia.1/106 but without bottom doors and to be built in BR Workshops. Construction of BR Dia.1/108 was on a massive scale, usually associated with the motor industry, and a new company, Pressed Steel, produced 70,000 steel mineral wagons over seven years [an average of 192 a week or 27 a day assuming a seven day week!]. Between 1951 and 1959, sixteen different companies and three BR Works built 197,818 of these 16-ton steel mineral wagons.

A batch of 100 wagons, built at BR Shildon Works, with aluminium bodies were classed **BR Dia. 1/116**. They were much lighter than the steel-bodied wagons but, not surprisingly, they were not as robust as the steel wagons. Midway through the building task, the Railway Executive adopted its 1955 Modernisation Plan in which all freight trains were to be equipped with continuous [ie. vacuum, at that time] brakes. The organisation etc., took time and it wasn't until 1956 that the first vacuum fitted mineral wagons began to appear, painted BR Bauxite **BR Dia.1/114**.

The final **BR Dia.1/117** introduced in 1955 to cover some slightly larger vacuum fitted mineral wagons – one sixteenth of an inch wider, giving an increase from 648 cu.ft to 649 cu.ft. [???].

The following sections give more details about the 16-ton mineral wagons –

Section 4 – Repairs and Rebuilds

Section 5 – Usage and Brandings

Section 6 – Liveries

Section 7 – Models

Section 8 – References

There then follows several pages of Drawings and photographs of the various Diagrams.

New Acquisitions –

Steve Rayner – showed us an N scale G/Farish [Bachmann] BR Class 4MT 2–6–0 locomotive No.76069 in Black that he bought at the recent Exhibition. He next item was also N scale, a Graham Farish/Bachmann] BR Class 03 Diesel Shunter in Green with wasp stripes, that he bought at Stanbridges.

John Maker – showed us three Bachmann OO locomotives –

- BR Class 03 Diesel Shunter in Blue No.03162,
- BR Jubilee Class 4–6–0 No.45587 *BARODA* in Green with a Fowler tender, and
- BR Jubilee Class 4–6–0 No.45659 *DRAKE* in Green with a Stanier tender.

Alan Porter – showed us the Ballast Hopper wagons that he bought from Andrew Morling at the Exhibition and also those that he bought recently from Hattons. The full details of these wagons has already been reported in the GWR SIG Notes for June] and that can be found in this issue of *The Branchline* also.] He next showed us an absolutely beautiful OO model by Heljan of the English Electric DP2 prototype Diesel Electric locomotive in BR Green.

Ron Richards – brought in a number of items that he had acquired on his recent trip to the UK, for us to peruse. First there were three books –

- *Steam Works* by Derek Huntriss published by BCA
- *The Liverpool Overhead Railway* part of the Best Selling ECHO Nostalgia Series ISBN 978–1–906802–72–1 [£4.99]

- *Southern Railway Reflections – The Southern Electric Story* by Michael H.C. Baker published by Silver Link Publishing.

He also showed us the Railex 2012 Exhibition Guide that he attended with our friend Peter Sapte.

His last item was a replica of a GWR sign. But is it a genuine sign???

Doing Things –

Alan Porter – showed us the results of his work on the BRMA Stand at the Exhibition. He has re-made the ballast loads for the Ballast Hopper wagons that he bought at the Exhibition and from Hattons. They are easily removed with the aid of a little magnet and the underside of the loads are colour coded according to the manufacturer of the wagons, thus he knows that whatever the load it will fit the wagons of that particular manufacturer.

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Tom Stokes	9275 4508
Great Western Railway Modellers	Roger Solly	9444 7812
Large Scale	Graham Bell	9295 4461
LNER	Steve Rayner	9379 1147
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

From the Scribe's Quill

Meeting No 359 – June 2012. The major items of business dealt with at this meeting were –

- The Exhibition was very successful with a lot of good feedback coming in, even from Eastern States exhibitors. There were no major problems apart from handling the numbers wanting entry into the exhibition. Many points have been recorded for consideration by the incoming Exhibition Manager for 2013. Graham Bell has agreed to accept the position, with considerable help from the outgoing Manager.
- ModelRail 2012 will be held on 11 November 2012. A revised modelling competition will be conducted as outlined in the June issue of *The Branchline*. Contest entrants will be provided with a card building kit and left to develop a display as they see fit.
- Comments had finally been obtained from Ashfield Smash Repairs regarding the proposed extension and forwarded to the City of Bayswater. A grant submission has been forwarded to Lotterywest. Responses are still awaited.
- Many proposals for expenditure have been received by the Management Committee. An early priority for the incoming Committee, after the AGM, will be to develop a prioritised list of improvements to the Club premises.

Meeting No 360 – July 2012. The major items of business dealt with at this meeting were –

- Final figures for the Exhibition were presented by the Treasurer, who also proposed an operating budget and Exhibitor payments. The figures are available on the Noticeboard, in the July minutes, for interested members.

The next few Committee meetings will be held on Thursday 23 August, 20 September and 24 October 2012. Branch members are welcome to attend. Meetings usually start at 1930 and complete about 2200.

There Are Still Some Real Engineers In The World

A V-12 diesel engine that fits in the palm of your hand. Watch it all the way through as he machines, assembles and runs this little engine...

This is not CNC technology; this guy made everything at home on his lathe and drill press. Took 1220 hours [a year and a half?] to make the 261 pieces. Note the end-loaded crankshaft into the block [like an Offy], 12 individual cylinder heads, **tiny** rods and pistons, dual under-head cams with pushrods to rockers in the heads.

Even if you're not an engineer, you'll appreciate this! <http://www.wimp.com/tiniestengine/>

Membership Matters

Since the last issue of *The Branchline* we welcome the following who have joined or rejoined our Association.

Michael Thomas	COMO	HO
Howard Osborne	WEMBLEY	
James Robertson	INGLEWOOD	
Richard Savage	LEEMING	OO
Ryan Vivers	TRIGG	HO
Kevin West	Karridale	N & O
John Hogan	Ellenbrook	N

Please make yourself known to the Duty Officer at your first few meetings. I encourage you to ask questions as there are many aspects to our Branch. Time at our Clubrooms is never wasted.

John Maker
Membership Registrar

Rural Australian Computer Terminology

LOG ON	Adding wood to make the barbie hotter.
LOG OFF	Not adding any more wood to the barbie.
MONITOR	Keeping an eye on the barbie.
DOWNLOAD	Getting the firewood off the Ute.
HARD DRIVE	Making the trip back home without any cold tinnies.
KEYBOARD	Where you hang the Ute keys.
WINDOW	What you shut when the weather's cold.
SCREEN	What you shut in the mozzie season.
BYTE	What mozzies do.
MEGABYTE	What Townsville mozzies do.
CHIP	A bar snack.
MICROCHIP	What's left in the bag after you've eaten the chips.
MODEM	What you did to the lawns.
LAPTOP	Where the cat sleeps.
SOFTWARE	Plastic knives and forks you get at Red Rooster.
HARDWARE	Stainless steel knives & forks - from K-Mart.

MOUSE**MAINFRAME****WEB****WEBSITE****SEARCH ENGINE****CURSOR****YAHOO****UPGRADE****SERVER:****MAIL SERVER****USER****NETWORK****INTERNET****NETSCAPE****ONLINE****OFFLINE:**

The small rodent that eats the grain in the shed.

What holds the shed up.

What spiders make.

Usually in the shed or under the veranda.

What you do when the Ute won't go.

What you say when the Ute won't go.

What you say when the Ute does go.

A steep hill.

The person at the pub who brings out the counter lunch.

The bloke at the pub who brings out the counter lunch.

The neighbour who keeps borrowing things.

What you do when you need to repair the fishing net.

Where you want the fish to go.

What the fish do when they discover the hole in the net

Where you hang the washing.

Where the washing ends up when the pegs aren't strong enough.

Accident at WesterN-Ridge

Emergency services were recently called to a single vehicle accident in an isolated area on Bob's Mountain Road. The driver suffered some non-life threatening injuries and was taken by ambulance to The Ridge Hospital. Police are investigating the cause of the accident.



The photograph, courtesy WAAMRA Helicopter News Team, shows the scene with emergency services vehicles in attendance.

Layout Planning – the art of the possible

This is a potted version of Rod Tonkin's talk on Monday 2 July.

With a little planning you can build a satisfying home layout to represent your favourite prototype in the space you have available. Most of us already have a favourite prototype and have chosen the scale they prefer to work in. Based on these preferences it's a matter of selecting the rolling stock you want to operate and the type of curve radii you prefer or can accommodate in the space the layout will occupy.

Your rolling stock choice will decide the curve radii on your layout. The largest item of rolling stock you plan to operate determines your minimum curve radius. The type of curve radius you choose affects the train length on your layout and consequently the size of your stations and staging yards. Your curve radius choices are prototype minimum, AMRA Standards, reasonable and bare minimum.

If you are modelling BR in the TOPS era the largest items of rolling stock in operation were the 1-Co-Co-1 diesels. Of these oddities my favourite is the English Electric built Class 40. My 4mm scale OO gauge Class 40 model measures 275mm over the buffers. The prototype could negotiate a four and a half chain curve, in 4mm scale around 1,200mm radius.

AMRA recommends a curve radius of three times the overall length of the model, in this case 825mm radius. I've found from experience a curve radius of twice the overall length of the model in this case a radius of 550mm is a reasonable balance between appearance and reliable curve negotiation.

Hornby's Railroad Range instruction leaflet for the Class 40 model recommends using as a minimum their number two curves of 438mm radius – my model agrees with this recommendation.

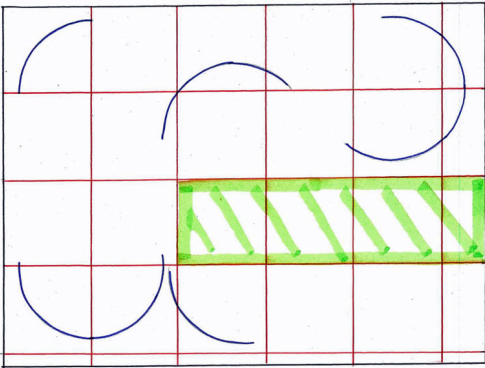
From experience a train as long as three quarters of a circle of your minimum radius curve will operate reliably. In 4mm scale OO gauge this works out as a seven coach train behind a Class 40, so even on the minimum practical operating radius you can operate decent length trains.

Once you've selected the minimum curve radius for your layout you can start planning in earnest.

A useful layout planning tool is the Track Planning Square [TPS]. The TPS contains a ninety degree curve of your minimum curve radius plus the next largest curve plus the clearance to the outside of the outer curve. The TPS provides a short-hand method of determining the possibilities of your layout space. For instance a balloon loop requires a space two squares wide by three squares long.

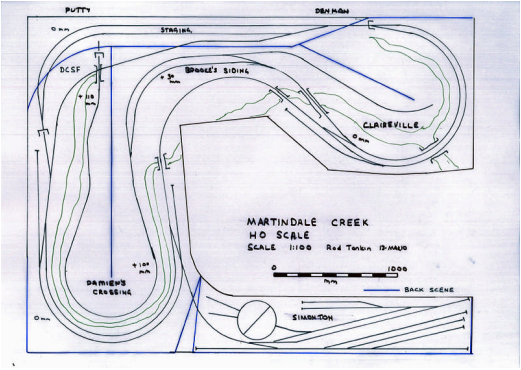
To use the track planning square simply divide up your layout space into squares. For initial planning in OO or HO allow a square width for access ways and a square width for operational reach from access ways. Using this approach you can trial track arrangements without major drafting efforts.

The sketches show a layout space in track planning squares and the track plan of the layout built from a design based on the TPS approach.



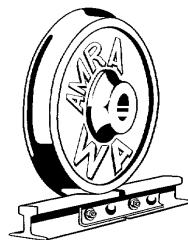
Layout space laid out in
Track Planning Squares

Track plan from a design based on
the track planning squares approach



Overall length largest vehicle mm	Curve radius mm		Square dimension mm	Reliable train length		
				Length mm	Number of Mk1 coaches	Number of squares
275.00	Prototype minimum	1,200.00	1,290.00	5,700.00	20.00	4.00
275.00	AMRA Standard	825.00	920.00	3,900.00	14.00	4.00
275.00	Reasonable	550.00	660.00	2,600.00	9.00	4.00
275.00	Minimum practical	438.00	550.00	2,100.00	7.00	4.00

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amra-wa-branch.asn.au

Issue 214 December 2012 Vol 35 No.6

Frans' Fatidic

On Sunday 11 November our Branch held its annual ModelRail. Trevor Burke, ModelRail Coordinator, could not attend but left us detailed instructions. A reasonable crowd, not as good as last year, but considering all the other events that were on it was a good day for our Branch.

Thanks to the volunteers who took part in running the day. Special thanks must go to the Branch members who took part in the modelling competition. All the models looked beautifully made and people used their imagination to display the models in their best settings.

Congratulations to Eddie Garforth being the overall winner and the winners for their own scale – Craig Hartmann O scale, Eddie Garforth HO/OO and Peter Webb N scale – photographs and the Judging Coordinator's report are in separate articles in this issue. This exercise was worthwhile and your Committee will have a look at implementing some more rules for next year.

The *Dymock* layout on display at Harvey Norman Belmont is attracting a lot of attention. Thanks to Bob, Terry, Steve, and Craig for displaying the layout and making sure it is constantly running. We have received some very favourable comments.

BRMA convention was held in Perth this year and our clubrooms were used for the Convention and again I would like to thank Trevor Burke and the various members who ran the layouts during their visits to the clubrooms.

Now for some other matters –

We wish Graham Bell a speedy recovery after his stay in hospital.

We've also been informed that Brendan Jackson was admitted to RPH Emergency on Saturday 17 November and has had abdominal surgery. Brendan is expected to be in hospital for several days followed by four weeks convalescence. I'm sure that all members will join with Rosemary and I in wishing Brendan a speedy recovery – see Nonni Junior's update on page 5.

Due to the Lotteries Commission losing some of our paperwork the decision on our new storeroom

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

Graham Bell – 9295 4461
email – agrohbell@bigpond.com

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Committee

Trevor Burke – 9398 4330
email – trevorburke@bigpond.com

Rob Bell - 0426 113 640
No email

Dave Hunter – 0410 949 461
email – monarodoorslammer@gmail.com

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@virginbroadband.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

has been delayed but thanks to Ron Fryer all the paperwork is now back in their hands and hopefully we will hear before Christmas.

Our Branch has a number of surplus items that will have to be found a new home as they are not needed by our Branch anymore. I will publish a list of items in the next issue of *The Branchline* so members can opt to acquire them, otherwise they will be disposed of. The items that we no longer require have played a big part over the years and it is time to upgrade/renew them.

Rosemary and I would like to wish all our members and their families a very Merry Christmas and a Happy New Year.

Frans Ponjee
Branch President

Seasonal greeting

Happy holidays from a socially conscious person . . .

To One and All, From me (“the wishor”) to you (“the wishee”). Please accept without obligation, implied or implicit, our best wishes for an environmentally conscious, socially responsible, politically correct, low stress, non-addictive, gender neutral, celebration of the summer solstice holiday, practised within the most enjoyable traditions of the religious persuasion of your choice, or secular practices of your choice, with respect for the religious/secular persuasions and/or traditions of others, or their choice not to practice religious or secular traditions at all.

I wish you a financially successful, personally fulfilling and medically uncomplicated recognition of the onset of the generally accepted calendar year 2013 but with due respect for the calendars of choice of other cultures or sects, and having regard to the race, creed, colour, age, physical ability, religious faith, choice of computer platform or sexual preference of the wishee.

By accepting this greeting you are bound by these terms that –

- This greeting is subject to further clarification or withdrawal.
- This greeting is freely transferable provided that no alteration shall be made to the original greeting and that the proprietary rights of the wishor are acknowledged.

- This greeting implies no promise by the wishor to actually implement any of the wishes.
- This greeting may not be enforceable in certain jurisdictions and/or the restrictions herein may not be binding upon certain wishees in certain jurisdictions and is revocable at the sole discretion of the wishor.
- This greeting is warranted to perform as reasonably may be expected within the usual application of good tidings, for a period of one year or until the issuance of a subsequent holiday greeting, whichever comes first.

The wishor warrants this greeting only for the limited replacement of this wish or issuance of a new wish at the sole discretion of the wishor.

Any references in this greeting to “the Lord”, “Father Christmas,” “Our Saviour”, “Rudolph the red nosed reindeer” or any other festive figures, whether actual or fictitious, dead or alive, shall not imply any endorsement by or from them in respect of this greeting and all proprietary rights in any referenced third party names and images are hereby acknowledged.

This greeting is made under laws of the Commonwealth of Australia and the United States of America, in the English language.

Merry Christmas to all and have a Happy New Year for 2013.

Editor's Retirement

This will be the final issue under my Editorship. Starting with the February 2013 issue Dave Hunter will start wearing the Editorial hat and wielding the so-called editorial blue pencil.

Readers will recall that in the June issue under the title **211 for 4 – 102 not out** I wrote, “As the effects of increasing antiquity will more and more become evident, in the foreseeable future the time will come when I will have to retire and pass the Editorial blue pencil and cap over to Editor No. 5.

Who will be the next Editor?? That is the question for our Branch membership – who will step up to the crease, take guard and our Newsletter into the future??”

Dave Hunter answered the question and volunteered to become Editor No. 5.

Dave and I hope that the transition will be virtually seamless as I have provided Dave with a fairly comprehensive set of handover notes and will be available, should he find it necessary, to provide him with whatever advice and assistance he may need. I know you will give Dave the support and cooperation you have given me.

It has been an incredible journey, made possible by the cooperation of our Management Committee who have supported me, given me the freedom to experiment, allowed me to introduce photographs [which are in colour in the master copy but are grey scaled for printing].

I have been supported by the regular contributors who have never failed to provide articles for publication.

Our members also have given their support, not only with their comments and suggestions but by turning up on the assembly Saturday, folding, stapling and enveloping each issue and, where needed, doing the same with the enclosures.

Barry Keens has proof-read every issue for many years and, through the wonders of the cyber world, continues to do so. Barry will continue proof-reading for Dave.

As electronic communications have improved members have been able to receive their copy of *The Branchline* electronically on the weekend of publication – this saves our Branch the cost of envelopes and postage and means that they receive their copy several days earlier than those whose copy goes by snail mail.

Starting in 2003 the staff at Wyalkatchem Telecentre have printed each issue, their cooperation has made it possible to work to a two week production period.

It has been a great privilege to be entrusted with the production of *The Branchline*. Thank you everyone for giving me the opportunity. Thank you for your support, assistance and cooperation.

Ted

From the Editorial Desk

***The Branchline* – February 2013 issue deadline.** Routine editorial material, articles, reports, programme items, etc., to me no later than 1500 Saturday 26 January.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Note new Editor's contact details are Dave Hunter email monarodoorslammer@gmail.com

Collation, etc., will be on Saturday 9 February and will include pre-exhibition material

Please note the intended dates for *The Branchline* publication – :

	Editorial deadline	Assembly, etc.
April	Saturday 23 March	Saturday 6 April – includes pre-exhibition material
June	Saturday 25 May – for routine material Sat 8 June – for exhibition reports	Saturday 22 June – will include exhibition reports and AGM material
August	Saturday 27 July	Saturday 10 August
October	Saturday 21 September	Saturday 5 October – will include AGM Minutes
December	Saturday 16 November	Saturday 30 November

Dave Hunter

ModelRail Report

On Sunday 11 November AMRA's WA Branch presented ModelRail 2012, our Branch's open day. This provided a great opportunity for us to promote our hobby to the public while catching up with fellow modellers and sharing our modelling and experiences.

I would like to thank all of the layout coordinators and their team members who worked hard to

ensure that the layouts were working with interesting trains running throughout the day. A special thanks to those involved with our layouts under construction who worked particularly hard to reassemble the layouts and have them operational in time for ModelRail.

ModelRail could not have been a success without the assistance of the many members who volunteered their time and skills for the day. Thank you to our expert modelling demonstrators and members who volunteered to staff the door and the refreshment stand. Many thanks to the members who spent considerable time cleaning and preparing our clubrooms beforehand and putting everything back in its proper place following ModelRail.

Congratulations to those who entered the Modelling Competition. Eddie Garforth was the overall winner. Winners in the three categories were Craig Hartmann O scale, Eddie Garforth HO/OO and Peter Webb N scale.

I hope that all members who attended enjoyed the day. Please do not hesitate to contact me should you have any suggestions to make ModelRail an even greater event next year. Once again thank you to all for supporting ModelRail 2012.

Trevor Burke, ModelRail Coordinator

Brendan Jackson's Hospital Stay Update

Brendan was released from hospital Wednesday 21 November and went home for some much needed TLC. Half his staples were taken out the following Monday, the other half a few days later. He is recovering rapidly but still has to take it easy – no sport or heavy lifting and definitely no school – funny, no complaint about that one.

Brendan says that he now fully understands the SAS motto: “Accept your situation and deal with it.” He certainly did that and astounded us with the courage he showed throughout his ordeal. He is now on the mend and will hopefully appear at the Clubrooms soon. Biggest enemy from now on will be boredom.

Thanks to all for their best wishes and card.

Around the Layouts

Haltwhistle. The layout ran very well during the ModelRail open day due to the junior members of our Branch who ran trains as they should be run, not too fast for passenger trains and slow for goods trains.

At the Tuesday meeting the layout was given the chance to try out the two new Blue Midland Pullman sets which Dave Edgell and Alan Porter had delivered on the Monday. There were three Blue Pullmans on the layout two six-car Midland sets and one eight-car Western Region set – it was very impressive to see.

Tom Stokes
Layout Supervisor

WesterN-Ridge. Physical progress on the N Scale *WesterN-Ridge* layout was put on hold so that the layout could be operated for ModelRail. The layout displayed reasonably well during ModelRail and its looks were enhanced by the many private trucks, cars, containers, cranes and other paraphernalia provided by Craig Napier, Peter Webb and Terry Emmerson, amongst others. Trains ran around the main lines and on some of the branch lines during the day.

Prior to ModelRail the 'gang of three' was involved in planning some alterations to the layout to enhance its value as an exhibition layout. The major change will be to allow main line access to the yard area from both directions, so that more trains can be run on the layout. There will also be some realignments to the main line tracks to establish some additional loops, again aiming to achieve an increase in the number of trains running at one time on the layout. A rough plan has been put together and as many members of the N Scale SIG as possible have been approached to 'sign off' on the proposed changes. The layout will be out of action for some time to allow these changes to be implemented, after Management Committee approval. All that then needs to occur is for members of the SIG to pitch in and get the work done so that *WesterN-Ridge* can meet its potential as an N scale operational layout.

Neill Phillips

The Valentine Run and her crew performed well at ModelRail. She teased us initially with three previously unseen electrical problems which, although not interfering with mainline running, kept our sparky busy for a while. In the morning we ran DC Australian outline, followed by Craig's DCC On3 mining and logging locos and, later in the afternoon, the DCC US trains took over. Our thanks to Alex, John, James, Alan Higgs, Tim, Garry and Craig for putting on a great show for the public.

There is much still to be done on the layout, including adding scenery to the loco service area, a modification of the yards at Kingman, constructing and installing signals and to develop timetable and/or sequential running schemes. Also, a policy for displaying the layout, addressing train running, length of trains, frocking and crew tasking needs to be developed. Rob Phelps related some thoughts on maintaining the public's interest which are worthy of further consideration by all layout coordinators and crews. I believe some of our weekend practices provide a lesser presentation than could be achieved.

One proposal for the layout is the addition of an NCE RB02 – a receiver for wireless handpieces. This facility is NCE specific [ie. can only be accessed by an NCE radio handpieces ProCabR, Cab04ER, Cab 04PR and CAB 5ER] and operates while plug-in handpieces are being used. The radio throttles are well used by other clubs.

The Committee would like to ascertain how many members have an NCE wireless handpiece and would wish to use it if this facility were available. Any members who would wish to use their wireless throttle at the clubrooms please advise either a Committee member or Alan B.

Craig Hartmann
Alan Burrough
Layout Coordinators

Literary Lines

New library acquisitions. Many thanks to the following for donations to the library – Dave Carter, Peter Cox, Fred Gladwin, Arthur Giles and Harry Howell.

Just a reminder that the library has a comprehensive collection of DVDs and VHS tapes, all available to members.

The library is open on Saturday afternoons from 1400 to 1630 for the receiving and issuing of books, magazines and videos. But come in and browse at any time.

Des
Branch Librarian

The Black Horse Hotel

During ModelRail John Muller displayed his Black Horse Hotel diorama. The diorama was part of the Modelling Competition and had to be seen to appreciate the detailed modelling involved and the automated tram which trundled across the diorama, stopping briefly in front of the Hotel. The next two paragraphs are John's scene setting description.

We can imagine that once long ago it was the coaching inn on High Street. Now beautifully restored and heritage listed it is a well-known pub renowned for its fine ales. Its three-storey building was one of the tallest in the street. Now the city has grown around it, surrounding it by the high-rise edifices of the modern age.

Look closely inside if you want to see the people in the pub on the right or playing pool in the room on the left.

A bus-load of tourists has arrived, perhaps for a pub lunch with one of the fine ales the Black Horse is famous for and, perhaps, for a tram ride after lunch down the old High Street.



Where have all the builders gone?

Geoff Baxter of Hollywood Foundry located in Garfield, Victoria posed a question on the Victorian Railways forum <http://www.victorianrailways.net/forum/> under VR modelling “Where have all the builders gone?”

There are genuine concerns in our cottage industries which have supported this hobby for so long when ready-to-run was not available.

Geoff's main business is in making mechanisms for 16.5mm gauge and 12mm gauge plus wheel pick-ups for rolling stock to enable to enable lighting to be put into carriages. Geoff points out these are labour intensive to make, which naturally reflects on the price.

Geoff says. “I have recently set up a forum to discuss modelling techniques, such as etching, 3D modelling, casting etc. The forum is at <http://www.hollywoodfoundry.com/phpbb/> The idea is to help people with their modelling but no-one seems interested, no-one seems to be building.”

I would hope that AMRA can support Geoff with his modelling technique forum and also provide support to all those little industries who have been providing support and filling the gaps for so many past years. For many of them it has become their livelihood.

Around the SIGs

British Railway Modellers Special Interest Group's September meeting was a Bring, Run and Tell night – but first –

New Acquisitions –

Alan Porter – showed his new Hornby Railroad model of a Class 9F 2–10–0 in black No. 92221, complete with a double chimney. He was like a kid with a new toy and he has the right to be as the model is excellent and the price comparatively cheap. I'm pretty sure that he got it from Hattons.

Doing Things –

Alan Porter – has spent time lately going around his layout repairing minor breakages, hopefully that it will be ready for the forthcoming BRMA Convention layout visits.

Steve Rayner – has been painting some Aussie locos and also making his ModelRail kit.

Ron Fryer – has spent most of his spare time building his ModelRail kit.

Now to the trains – first of all was OO on *Haltwhistle*.

Alan Porter – ran a bulk cement train with 26 Bachmann cement wagons and a Brake Van and after a couple of circuits changing the locomotive using the four various models of the Class 9F that he has in order to see just how each compares to the other. The locomotives were as follows along with their capability.

1. Hornby Railroad No. 92221 loco driven double chimney – **OK**
2. Hornby No. 92156 tender driven, single chimney – **FAILED!!**
3. Hornby No. 92134 tender driven, [weathered] – **OK**
4. Bachmann No. 92116 loco driven, single chimney – **OK**

He was basically testing the locomotives ability to pull the train up the Haltwhistle Incline at a slow speed.

Ron Fryer – his theme for the night was a BR[WR] Railcar theme. His trains were –

1. An Airfix 0–4–2T Class 14xx [with a Dapol Chassis] sandwiched between two auto-coaches – one in maroon and one in blood and custard.
2. Consisted of two Lima AEC Railcars [ex–GWR] one in blood and custard and one in green.
3. A BR 2-car DMU in green. A Class 118 ???
4. A BR Class 121 Bubble railcar that was specially painted to celebrate the GWR 175.

Nick Pusenjak – ran a Bachmann Derby lightweight 2-car DMU in green.

We then moved to the N scale layout for –

Steve Rayner – who ran a fitted freight with a Bachmann [Graham Farish] Class 4MT 2–6–0 [tender drive] No. 76069 pulling 18 assorted wagons plus a Brake Van. His second train was a Bachmann Standard Class 3MT 2–6–2T pulling five Mk1 suburban non-corridor maroon coaches.

Thanks to all those who supplied the trains for the evening.

Great Western Railway Modellers Special Interest Group's September meeting was a Bring, Run and Tell night. It should be an early finish as we are about 50% down due to holidays and sickness – but first for those who did turn up

New Acquisitions –

Ron Fryer – showed a book called *A Brief History of the Age of Steam* by Thomas Crump, published by Robinson. He bought it at a Whitford City Shopping Centre Book Sale for \$5.

Doing Things –

Ron Fryer – is building his Metcalfe kit for the ModelRail Competition.

John Brenchley – is also building his Metcalfe entry for the Competition. He is also assembling two nickel silver chassis kits for the Dapol Class 45xx locomotives, as usual they are up to John's very high standards.

Steve Rayner – Surprise! Surprise! Steve is also putting together the Metcalfe kit for ModelRail.

It was now time to run our trains, first off the rank was –

John Brenchley – who brought his own portable layout with him. He put the Dapol Class 45xx body onto the new nickel silver chassis that he had built, complete with a new, smaller motor and added an assorted 14 wagons [3 cattle, 5 box vans, 4 open wagons, 1 Lowfit and a brake van] and it pulled them nice and slowly round and round his layout.

Ron Fryer – had a Collett theme for his trains. His first train was a rake of six Collett coaches [2 brakes and four thirds] preceded by a Siphon H and pulled by a Hornby 4–4–0 County Class locomotive and a Bachmann 2–6–0 Class 43xx Mogul. The 4–4–0 was the Express passenger locomotive until the 1920s when it was superceded by the new 2–6–0s built and designed by Churchward but which were continued to be built by Collett. His second train was a Mainline

Collett built Class 2251 0-6-0 tender locomotive which replaced the faithful but now ageing Dean's Goods loco pulling fourteen assorted wagons and a GWR Toad Brake Van.

From *Haltwhistle* we moved to the N scale layout of *Dymock* where –

Steve Rayner – showed to us two trains. The first one was an Ixion 4-6-0 Manor Class locomotive pulling four Dapol Collett coaches [2 brakes and 2 composites]. His second train was a Dapol Class 45xx 2-6-2 Prairie locomotive pulling ten cattle wagons and a GWR Toad brake van. *[Proof-reader's note – There are interesting articles on Ixion via Google for myth and railways].*

[Note – The early night that was anticipated did not eventuate as we adjourned to the meeting room and, over a cuppa, yakked on! Ah well the thought was there!]

S Scale Special Interest Group's October and November meetings were well attended by 30 and 33 members respectively. The meetings provided a chance to see the latest projects that members are working on as well as the opportunity for an exchange of ideas and views.

The formal part of both meetings began at 2030 under the chairmanship of Graham Watson. Graham reported that Railfest had been well supported by both the members of the ARHS and the public. ModelRail was also a success as many members and visitors enjoyed the opportunity to see all the AMRA WA Branch layouts running, as well as demonstrations by a number of railway modellers. A modelling workshop for S Scalpers was to be held on Sunday 18 November at our Branch clubrooms from 1000 to 1500.

The S Scale Group hopes to have layouts of *Watheroo* and *Karagullen* at the 2013 Model Railway Exhibition as well as a modelling stand and United Modellers stand, as in previous years.

Graham reported that Steve Wright's Colungetty business had been sold and that he hoped that the usual brass and white metal castings would be available in the future, albeit possibly at increased prices. Graham also spoke of Models and More which provides a service in laser cut kits. They can be reached on the Web via sales@modelsandmore.com.au.

A call was made for topic suggestions for the 2013 S Scale SIG program which is in the preparation stage. All suggestions should be emailed to Stuart Mackay by Christmas if possible. However, sufficient flexibility exists to allow for a change in the 2013 programme during the year if necessary.

John Hatch reported on his recent European trip which included Hamburg, Paris and a stopover in Singapore where he witnessed driverless trains on the Metro system. He also mentioned the \$20 three day Metro pass for Singapore which he said was extremely good value.

Ray Cooper has been scratch-building a building a week for his Yarloop layout. A recent visit to the layout was enjoyed by several members of the S Scale Group who reported that the extensive layout was progressing very well.

Kelvin Davis reported on the W irons he bought from Bill Bedford which are listed on Bill's website.

Murray Rowe showed his AY26 and AY455 coaches which he has recently assembled from Westland models kits. Neil Blinco showed his AY454 which ran on the Australind.

The topic for the October meeting was the timber industry in WA. A large number of slides provided by Graham Watson from the Rail Heritage WA collection were shown with an emphasis on the line-side railway buildings of the timber lines.

Bill Gray showed the timber jinker he scratch-built using photos of the wagon at the Museum. Stuart Mackay showed three timber line locos he has in his collection including Jardee, Kate and Kia Ora.

At the November meeting Neil Blinco showed his completed Z9 guard's van kit, in particular the brass gates which can be used on all of the platform-ended coaches. They are available from Neil if required.

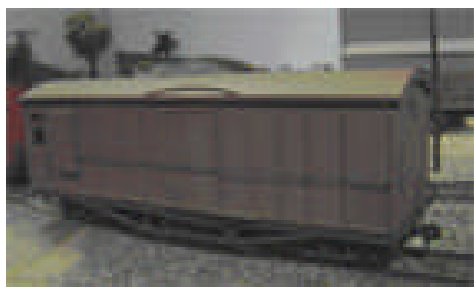
Bill Gray reported that the summer edition of the *ASnM* magazine was being drafted and would be sent out early in 2013. He proposes to have a gallery page of members' models but he has asked if members could provide a caption for their photo by return email when requested.

Gary Gray showed the MRWA NC flat wagon to which he had applied a load to overcome a problem of sagging which had occurred in the casting, soon after it had been assembled. The load is suitably weathered and really looks the part on Gary's wagon.

Greg Aitken showed two RA wagons he has recently scratch-built and a Z9 and AGS he built from kits. RA wagons were originally built in two batches in the USA and England and had distinctive Fox bogies. Richard Stallard has some drawings of the Fox bogies and is usually happy to make copies of them available to those who would like to scratch-build an RA. It may be possible to modify a Railwest R class wagon into an RA with the addition of brake wheels and fox bogies.

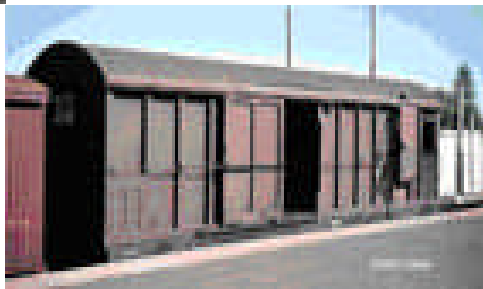
Graham Watson showed the much improved ACL coach kit which is being re-released by Railwest Models. The kit comes with seating and compartments which will add both detail and strength to the model. The model uses an aluminium roof in its construction. It will suit both WAGR and MRWA Modellers depending on its livery and classification.

Stuart Mackay showed the completed MRWA FA guard's van he built from his kit. The kit enables the construction of vans 62-68 with various modifications to the truss-rod. Stuart is making the kit available to all members at a modest price and hopes to see a few of them on the *Watheroo* layout at the 2013 Exhibition.



Model of MRWA FA 67 Guard's van showing the distinctive outside bracing and tongue-and-groove sides.

Joe Moir's fine photo of FA 67 in WAGR ownership



Following the general bring and show, members retired to the layout room to see some trains running on *Swan View*. The trains were provided by Bill Gray, Roger Jenkins, Graham Watson, Paul Tranter and Stuart Mackay. Of particular interest were the two M class Garret locomotives built by Roger Jenkins, scratch-built in brass sitting on heavily modified Mantua chassis. Also on show was Bill Gray's complete Australind set of coaches in the pre-1960 lettering and livery and which were exquisitely detailed.

The S Scale Special Interest Group is a very active group of AMRA modellers which meets on the second Monday of every month at 2000 in the AMRA WA Branch clubrooms in Moojebing St, Bayswater – visitors are always welcome. Contact Graham Watson on 08 9250 1084 or via email at grahamrwatson@hotmail.com or Stuart Mackay on 08 9310 3858 or mackays@iinet.net.au for general information about the S Scale Group. Bill Gray is the Editor of the *ASnM* magazine and is always grateful for contributory articles no matter how long or short. Bill can be contacted via email at: william_gray@optusnet.com.au

Contact persons for Special Interest Groups are:

British Railways
Digital Command Control
Great Western Railway Modellers
Large Scale
LNER
LMS Modellers
N Scale
North American Railroads
S Scale

Gordon Bramwell	0432 871 197
Tom Stokes	9275 4508
Roger Solly	9444 7812
Graham Bell	9295 4461
Steve Rayner	9379 1147
Alan Porter	9330 1848
Neill Phillips	9403 0924
Peter Scarfe	9359 2281
Stuart Mackay	9310 3858

From the Scribe's Quill

Meeting No 362 – September 2012. The major items of business dealt with at this meeting were –

- Dave Hunter has volunteered to become Editor of *The Branchline*. He will commence that duty in February 2013.
- The Committee accepted a report from the Librarian that recommends a way forward for library holdings, noting that the current space is very congested. The Committee will consider the report and make a decision in the coming months.
- The Committee agreed to a proposal for another daylight meeting, probably on a Thursday, should member demand warrant it.
- The Committee approved some works to *The Valentine Run* and *Port Eb* layouts that should improve the operations of both layouts.
- Frans Ponjee raised the future of the *Exeter St Davids* layout. Tom Stokes and Ron Fryer will make an assessment of that layout and make recommendation to the Committee.

Meeting No.. 363 – October 2012. The major items of business dealt with at this meeting were –

- Various aspects of the 2013 Exhibition were discussed. The matter that has potential to affect attendances was the RAS decision to charge for casual parking at the Showground.

- Arrangements for ModelRail were discussed, noting that the Coordinator will be absent overseas on the day. Other members of the Committee agreed to organise various matters for ModelRail.
- There has been no decision as yet by Lotterywest. Post-meeting Ron Fryer advised that the AMRA submission will go forward in November, recommended for approval by the relevant staff member. Advice of the decision should be available by mid-December.
- The Committee agreed that the Extension Manager, Ron Fryer, should be reimbursed travelling expenses over and above his usual trips to AMRA, while he monitors building progress of the extension.

The next few Management Committee meetings will be held on 20 December and 24 January 2013. Branch members are welcome to attend. Meetings usually start at 1930 and complete about 2200.

(Continued on page 16)

Monday Night Topics

Further to my request for Monday night topics I have listed some that will be discussed over the next twelve months or so. Please attend these meetings as the presenter has put a lot of effort in to make each topic both informative and beneficial. Without your attendance no one benefits.

Please refer to the programme for item and date of presentation. These are not in any particular order

- Track laying [both hand laid and Flexitrack]
- Point making
- Coach/rolling stock modification
- Danish State Railways
- Scenery – How to build and methods you can use
- Weathering – different techniques; for example airbrushing
- Sandstone Train event
- Locomotive Hauling – testing, measuring, etc

These are some topics that will be discussed, others will be added as presenters become available

If you have a topic you would like added to this list please let a Committee Member know and they will pass it on.

Craig Hartmann

Additional Playtime

Consideration is being given to having our Clubrooms open on another day during the week apart from Tuesday Daylighters Meeting, possibly a Thursday afternoon. If sufficient interest is shown then this is a possibility.

If you are interested please advise a Committee Member or email me lhar2223@bigpond.net.au

Craig Hartmann

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members are invited to make a gold coin donation at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

December

Saturday	1	[1]	The Branchline assembly General Activities
Monday	3		Sandstone Train Event – a talk and video on this event
Tuesday	4	[2]	Daylighters Group – daytime meeting
Wednesday	5	[3]	LMS and LNER Special Interest Groups meeting – end of year Quiz/ Entertainment
Friday	7	[4]	N Scale Special Interest Group meeting – General Activities
Saturday	8	[5]	General Activities
Monday	10	[6]	S Scale Special Interest Group meeting – Christmas meeting. Slides and cheer
Tuesday	11	[7]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	12	[8]	Great Western Railway Modellers Special Interest Group – End of Year Quiz/ Entertainment and Cheer

Friday	14	[1]	N Scale Special Interest Group meeting – General Activities
Saturday	15	[2]	General Activities
Tuesday	18	[3]	Daylighters Group – daytime meeting
Wednesday	19	[4]	British Railways Special Interest Group – End of Year Quiz/ Entertainment and Cheer
Friday	21	[5]	N Scale Special Interest Group meeting – General Activities S Scale Special Interest Group – bring and run a train on <i>Swan</i> View layout
Saturday	22	[6]	General Activities
Tuesday	25		Christmas Day – Clubrooms Closed
Wednesday	26		Boxing Day – Clubrooms Closed
Friday	28	[7]	N Scale Special Interest Group meeting – General Activities
Saturday	29	[8]	General Activities
Monday	31		New Year's Eve – no meeting

January

Tuesday	1		New Years Day - Public Holiday – no meeting
Wednesday	2	[1]	LNER Special Interest Group meeting -
Friday	4	[2]	N Scale Special Interest Group meeting General Activities
Saturday	5	[3]	General Activities
Monday	7		Bring and show - What new toys do you have?
Tuesday	8	[4]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting –
Wednesday	9		DCC Special Interest Group meeting – venue Naval Base
Friday	11	[5]	N Scale Special Interest Group meeting General Activities
Saturday	12	[6]	General Activities
Monday	13	[7]	S Scale Special Interest Group meeting – Bring and show a railway item that you are brave enough to say you received for Christmas
Tuesday	14	[8]	Daylighters Group – daytime meeting
Friday	18	[1]	N Scale Special Interest Group meeting General Activities
Saturday	19	[2]	General Activities
Tuesday	22	[3]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting

Wednesday	23	[4]	Great Western Railway Modellers Special Interest Group meeting – Pullman and Luxury Coaching Stock on the GWR
Friday	25	[5]	N Scale Special Interest Group meeting General Activities S Scale Special Interest Group – bring and run a train on <i>Swan View</i> layout
Saturday	26	[6]	General Activities
Tuesday	28	[7]	Daylighters Group – daytime meeting
Wednesday	30	[8]	British Railways Special Interest Group meeting – Locomotives of the LNER and its Constituents design built by British Railways

February

Friday	1	[1]	N Scale Special Interest Group meeting General Activities
Saturday	2	[2]	General Activities
Monday	4		Decal printing
Tuesday	5	[3]	Daylighters Group – daytime meeting
Wednesday	6	[4]	LMS Special Interest Group meeting – Bring and Show new acquisitions, etc. DCC Special Interest Group meeting – venue AMRA WA Clubrooms
Friday	8	[5]	N Scale Special Interest Group meeting General Activities
Saturday	9	[6]	The Branchline assembly General Activities
Monday	11	[7]	S Scale Special Interest Group meeting – Slide night – photos of members' S scale models
Tuesday	12	[8]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Friday	17	[1]	N Scale Special Interest Group meeting General Activities
Saturday	18	[2]	General Activities

(Continued from page 13)

Plastimake

Mouldable plastic you can shape with your bare hands. Make strong plastic items in minutes – just add hot water! Reusable, fast, non-toxic, biodegradable and easy to use.

More information, etc. on their web site <http://www.plastimake.com/purchase>

Membership Matters

Since the last issue of *The Branchline* we welcome the following members who have joined or rejoined our Association: –

Dave Carter	Maddington	00
Tina Spartalis	Coolbinia	

We welcome all our new members to visit our clubrooms and understand that for some people, joining a new organisation and getting involved can be a little daunting. However, if you make yourself known to the Duty Officer at your first meeting you will be made most welcome, given a tour of our Branch facilities and be introduced to other members. We have fantastic facilities including a comprehensive library and sufficient layouts that provide the opportunity for any member to run their own trains at most meetings.

Trevor Burke
Branch Registrar

Transport DVDs

Recently a friend in Canada arranged for a Classic Cockpits DVD of a flight in the cockpit of the preserved Avro Lancaster WWII bomber based at the Canadian Air Warfare Heritage Museum at Hamilton, Ontario. As the PAL version of the DVD was not available in Canada and the DVD, plus five others of flights in other WWII aircraft, are produced by a Queensland based company [www.classiccockpits.com], a couple of emails put him in touch with The Pitstop Book Shop in Perth. Pitstop's service is enviable.

The Pitstop Bookshop is a specialist motoring bookshop at 187 St Georges Terrace, Perth. They stock over 7000 motoring book titles and 1000 motoring DVD and video titles. According to their web site The Pitstop Bookshop also stocks or has access to workshop manuals for cars, motorbikes and some trucks as well as marine engines plus an ever-increasing number of aviation books and DVDs. Their web site at www.pitstop.net.au is worth a visit.

Ted

A Few Reflections on our Hobby

by Dave Tierney

[Editor's note. Dave Tierney gave this talk to the recent BRMA Convention held in our Clubrooms. Dave and I consider the talk worth sharing with our members.]

Our hobby of railways be it modelling, studying the history of railways, travelling by train, or just looking at trains is, to say the least, all consuming, in fact it is a religion, and like all religions, it has its deities. I'll talk more about deities later.

This hobby can devour most of our free time and a lot of our hard-earned cash which should have been put to better use around the house, [just ask senior management about that and see what her opinion is.]

In what other hobby for example, do you have to learn about the role of electricity? Amps, ohms, volts etc. and now DCC, whatever that is. Unfortunately, from my perspective anyway, we need to have a working knowledge of it to enable us to wire up our layouts and repair our locos.

We also need to have the capability to build models to scale, working from plans and photographs. In my case, being clumsy, my preferred method of construction now is to open boxes from Hattons and the like.

We need to be able to construct scenery and then paint it to make it as realistic as possible. We may even have to make a field trip to the location we plan to model in order to study the area and the buildings we are going to construct to be sure what we finish up with is an accurate representation of the place.

The list of skills we require is endless and some of us never achieve a very high level.

A lot of us have had what can only be described as 'line side love affairs', no, not with young ladies but with a particular type of steam loco or, with a particular railway company. I have heard that there are some railway enthusiasts who actually worship at the shrine of Bullied and Brunel and wax lyrical about their locos, not to mention Stanier, Ivatt and Fowler.

I have also been told that there are some misguided enthusiasts who even model their locos!

Then there are other modellers, who on going to England for a holiday, or should I say a pilgrimage to see modelling perfection, get off the plane at Heathrow and head straight for the Pendon museum and marvel at the skills of Roze England.

Their next stop or stops will be at any preserved railway that has steam running, and there they will stand on the platform or at the line side and gaze fixedly at anything with smoke coming out of its chimney that moves under its own steam, pardon the pun.

Pendon is perhaps typical of the thousands of those branch lines that used to criss-cross the bucolic countryside of the British Isles. These branches, over time had become ingrained into the life and culture of the country dweller, who prior to the coming of the railways, had to walk or if they could afford it, ride a horse if they wanted to go anywhere for shopping or trading purposes. The train made it possible to go to the nearest market town, both to take produce and livestock to sell and to bring home goods they had bought.

As well, most country people used to plan their day around the train timetable, especially in the days when clocks and watches were still luxury items. After all, before the railway, there was only the church clock, and that was set on what could only be described as local time. Nothing more accurate was needed as most agricultural workers worked from dawn to dusk. Then, after the coming of the railway, each station had a clock that was set far more accurately to a standard time. So who needed a watch as if you knew the times of the trains, and as there were only a few a day, the whistle gave a good indication of the time.

I suppose from our point of view, as railway enthusiasts, these branch lines gave many modellers the inspiration required to build a simple layout in a restricted space. All that is needed to build a country station was a platform long enough for a couple of coaches and a siding or two. A small tank engine and a couple of horse boxes, plus a few cattle trucks was a good start in the rolling stock area. You could add a dock for the coal wagons where the local coalman could fill his sacks. Railway modelling at its most simple. All you need is a 4x2 baseboard and some imagination.

Now, at that time, railway companies were deriving the greater portion of their income from the vast coal and mineral traffic they carried, and didn't really know how much it cost to run the hundreds of branch lines they owned and operated. As long as the books stayed in the black and the shareholders, if they were lucky, received a dividend, they were happy. In those days they hadn't yet discovered the financial black holes that cross-subsidisation hides.

Until, of course, Dr. Beeching burst onto the scene and, like a knight in shining armour, from a taxpayers perspective, that is, analysed the primitive accounting systems still in use on British Railways at the beginning of the 1960s. After studying the cost effectiveness of the whole British Railways network, he discovered that most of the rural branch lines would never be in a position to turn in a profit.

Not enough freight, not enough passengers and with the coming of prosperity after the war, there were more affordable cars and 24,000 ex-BRS lorries on the roads after Ernest Marples de-nationalised BRS. These were all stealing traffic from rail. Never again, in his opinion, would even a famous route like the old GC main line be in a position to show a profit given its diminishing share of its once valuable mineral traffic and falling passenger numbers.

When Dr Beeching had compiled his report titled *The Reshaping of British Railways*, he submitted it to the British Railways Board who acted on it with great haste.

Now, with the benefit of hindsight, perhaps they weren't thinking too far ahead. Interestingly, Beeching has always been seen as the pariah from hell who was responsible for emasculating Britain's railway network when in fact, it was the British Railways Board that implemented his recommendations and therefore it is they that should take most of the blame, along with their masters, the government of the day.

I wonder how many of you have actually read his report, not many, I'd say. If you do get a chance to read it, I suggest you take off your rose-coloured spectacles and study the report in detail. You should find it very interesting and if you read it with an open mind, you will find that Dr. Beeching was quite a visionary when it came to predicting the future of railways.

I don't think this little talk is the right forum to dissect the report; this has already been done many times before, by far more educated people than an old fireman. However, I would go as far as to say that if any director or manager of an organisation today was presented with a report on their company's operations and finances that contained data similar to that of Dr. Beeching's report on the railways and failed to act on them, he would surely be lynched by the company shareholders at the next AGM.

Unfortunately, being railway enthusiasts, we are all so blinded by our love for Britain's railways that we have forgotten that they were built by entrepreneurs with the sole purpose of profiting from the country's requirement for an efficient transport system. To find out more about the importance of how an efficient transport system is to the very functioning of a modern society, I suggest you read the book by Schumer, *Elements of Transport*. This book is compulsory reading in any tertiary course on transport.

Railways were not, let me add, built solely for our amusement and pleasure. But they were nice to look at, weren't they? Who can ever forget the sight, the sound and the smell of a steam engine, I can't and I don't expect any of you can either. Let me now talk a bit about the religion of railways.

If for example, like me you were a GNR/LNER/BR[E] disciple, then most of you would expect me to worship at the feet of Gresley and consider Edward Thompson to be akin to Judas Escariot. After all he did rebuild No. 4470 *Great Northern* and try to do away with Gresley's conjugated valve gear, didn't he? So why was the act of rebuilding *Great Northern* by Thompson looked upon with such great anger by Gresley acolytes then and even today?

To use Richard Hardy's words [*Steam World* May 1992] "She was an average old 'tub' with nothing much to write home about at that time – a low pressure A1 rarely used on the heaviest jobs."

I wonder if it was the attitude of the contemporary railway press that promulgated this line of thought. After all, Gresley was ordained as something of a national hero after Mallard's record breaking run in 1938.

Prior to rebuilding *Great Northern*, Thompson had wanted to rebuild all of the P2s as Pacifics with three sets of valve gear. This plan was opposed by Andrew McCosh [Better known as 60003], the Chairman of the LNER Loco Committee. However, after some discussion, McCosh finally agreed to let Thompson rebuild one.

After the rebuild, and having spoken to several drivers about the performance of the converted P2, and hearing nothing but praise for it, McCosh insisted that Edward Thompson rebuild the rest. The rebuilding of *Great Northern* was next using the same principles as he rebuilt the P2s. But were Gresley's locos all that efficient and were his ideas always his alone?

His design for conjugated valve gear for 3-cylinder locos was derived from one invented by Harold Holcroft, who, as he told Colonel HCB Rogers, author of *Thompson and Peppercorn, Loco Engineers* p35, collaborated with Gresley in its ultimate design. Holcroft was invited to read a paper on 3-cylinder locos to the Institution of Locomotive Engineers in 1918.

In this paper he revealed that he had invented his version of a conjugated valve gear for 3-cylinder locos during the period in which he was a draughtsman at Swindon and, on Churchward's instructions, he patented the design in 1909.

Gresley had noted that the Holcroft valve gear was far more simple than the valve gear he had designed for his first three-cylinder 2-8-0 freight loco, No. 461, so he entered into consultation with Holcroft and, as a result of this consultation, he never again used the same system of valve gear he used on No. 461 on his later designs of 3-cylinder locos.

When Gresley gave a Centenary Year Paper to the Institution of Mechanical Engineers in 1925, it was pointed out to him that given the 1909 patent, he was not correct in claiming originality. It was said at the time, that Mr Gresley's response to this criticism was neither tactful nor correct.

The foregoing can be found @ p191 in *British Locos of the 20th Century, Volume 1 1900-1930* OS Nock and is worth studying in full.

According to Roger J Mannion in his book *The Streaks* @ p69, Holcroft's patent of 1909 had lapsed in 1913 and had been so badly drawn up that Gresley was able to exploit a loophole.

Initially, Gresley had favoured short-travel valves on his 3-cylinder locos. However, the use of these valves made the low pressure Pacifics heavy coal burners for their output.

There is also evidence to suggest that due to the success of 4079 *Pendennis Castle* in the 1925 Interchange trials against the Gresley Pacifics on the East Coast Main Line out of Kings Cross, that LNER engineers clandestinely stripped and measured the valve travel of 4079 while it was at Doncaster to see if this could be one of the reasons for the Castle's economy and ease of steaming. A few days after this clandestine act, the order was given to modify the short travel valves in 4477 to replicate those of *Pendennis Castle*.

Later that year, in July 1925, 4082, *Windsor Castle* was in Shildon for the centenary of the Stockton and Darlington Railway and this too had its valve gear stripped and measured.

I am not for one moment suggesting that this was done with Gresley's knowledge but he subsequently did order the change over from short-travel to long-travel valves on all of his Pacifics.

Details of this can be found @ p37 in *East Coast Pacifics at Work* by P N Townend.

One of the reasons for the implementation of 3-cylinder locos was to reduce hammer blow on the track and allow a heavier axle loading than would be permissible with a 2-cylinder loco with the cranks set at 90 degrees.

To this effect, Gresley set out to design a 3-cylinder 4-6-0 loco to replace the ageing B12s on the old Great Eastern lines. With a heavier weight on their driving axles, they should be able to haul longer trains at higher speeds and be less prone to slipping when starting.

However, Gresley was unable to come up with a design suitable for the axle loading restrictions on the Great Eastern lines in time to meet the heavy seasonal demand for traffic, so construction of a further ten B12s was authorised, albeit to an obsolete design.

In view of the time Doncaster was taking to complete the design for Gresley's new 4-6-0s, the Deputy Chairman of the LNER, Lord Faringdon [better known as 60034], took the design work out of Gresley's hands and entered into direct negotiations with Sir Hugh Reid, Chairman of the North British Loco Company, this was the company who had recently designed and built 50 3-cylinder *Royal Scots* for the LMS. The North British Loco Company subsequently built ten B17s for the LNER at a cost of 7280 pounds each. See @p74 *LNER 4-6-0s at Work*. Geoffrey Hughes.

In 1948, the railway researcher and writer Brian Reed conducted two interviews with Edward Thompson. His notes were never published in his lifetime but they were discovered in his collection of papers now in the archives of the National Railway Museum.

They were examined by LNER specialist Geoff Hughes and published in *Steam World* July & August 1992.

I will quote a few facts from these interviews but they are of a technical nature and may not be fully understood.

The LNER had 683 locos with conjugated valve gear at the time. A dozen sets were always under repair at Doncaster Works with another dozen sets held in the stores at Doncaster shed. Another twelve sets were always in the Darlington Works with another six or so held at Cowlairs.

According to Thompson, even Gresley had come to realise that an improvement was needed but in the end simply admitted that he could not make any better of it. Thompson added that on the cover of one report about the performance of the 600-odd locos fitted with this type of motion, he found Gresley had written "...the performance of these engines is shown to be very inferior."

The main problem with the conjugated valve gear was that the cumulative effect that wear on the 27 pin joints in the two outside sets of motion coupled with the inertia effect of the main conjugating lever, itself weighing over 2 cwt, led to over-travel of the centre valve after only 8000 to 10000 miles. This gave the Gresley 3-cylinder loco its distinctive exhaust sound which was quite unlike any other 3-cylinder loco.

If you are really interested in the Gresley/Thompson debate, I suggest you go to a library such as the one AMRA's WA Branch has and read for yourself.

While the sound of the Gresley exhaust is heaven to my ears, technically speaking, the middle cylinder was doing far more work than the two outside ones, this unfortunately led to the middle big ends frequently running hot and the loco failing.

However, let us not forget that at the time Thompson took over as CME after Gresley's death in 1941, the country was embroiled in WWII and it was crucial to the nation's defence and war effort that every loco and every item of rolling stock was available 24/7 locos that were continually failing could not be tolerated in those days.

If you care to read *Top Shed* by PN Townend, pay particular interest to Chapter 11, *Living with the Pacifics*. It will give the reader an understanding of how some of the problems with the Gresley conjugated valve gear were overcome under later operational conditions that were totally different to those experienced in wartime.

However, it should not be forgotten that from the end of the war in 1945 to the 1950s when the A4s did some of their best work, that there had been enormous improvements in lubrication and metallurgy that helped to make the Pacifics perform better than they had ever done.

While Thompson was alleged to have a personal grudge against Gresley, he did acknowledge that his boiler designs were without equal, and that his one major mistake was to build 10000.

I think that's enough of the heavy stuff so I'll tell you what being a fireman was really like.

Regardless of what I have just said about Gresley, I used to love firing on his locos, it was heaven for confirmed steam nutter. You knew that on weekends and school holidays all of the trainspotters would be looking at you when you roared past, especially if you had a namer. They were great on passenger and fitted freight trains but they weren't so hot on loose coupled trains, especially if you had to shunt a few sidings in the course of a trip. To use the upright Gresley form of reversing lever continually when you were shunting was hard work and most drivers hated it.

Drivers much preferred the old lever type reverser for shunting purposes. They were also fitted with a vacuum brake which was much slower to actuate than a live steam brake as fitted to Thompson's and many other locos.

For example, if you went on shed at Cambridge with a vacuum-braked Gresley Pacific and had to use the turntable, you could easily incur the wrath of your driver. A Pacific would only just fit on the turntable and as it was a hand powered turntable, the loco had to be set dead right within an inch or two in order to balance it so that you could push the thing around.

If you didn't judge the distance and the time that the vacuum brake would take to actuate right by giving a hand signal in time and yelling 'Whoa' the driver might have had to reverse a few times, and it was possible that a few lumps of coal would fly dangerously close to your head. However, because a steam brake applied the brakes faster, you could set the loco more easily.

The Pacifics were on the whole, great riders and easy to fire, once you got the knack of keeping the back corners filled up. The *Green Arrows* were the same but could get a bit rough.

On the subject of rough riding locos, did you ever wonder why footplatemen gave certain classes nicknames like *Jazzers*, *Ragtimers* and *Tangos*, all dances? Well it was because they were truly rough to ride on and both you and the coal that dropped off the shovel when you missed the flap, danced all over the footplate.

Some were so rough that occasionally, you would have to hang onto the back of the fireman's seat with one hand and fire with the other hand. If you have spent most of your working life driving a desk, next time you do some gardening, try using your shovel one-handed.

B17s, *Footballers* to us, were also very rough riders and when Thompson converted a few of them

into B2s, they became even rougher.

Thompson also designed the B1s, a remarkable loco if you could fire it properly but they could get rough after a few thousand miles. However, they were almost in the same class as a Castle with regards to pulling power and without the clutter of four cylinders and the inside valve gear.

If you ever read *LNER Steam* by OS Nock, have a good read of Chapter 15 and see how 61251, *Oliver Bury* performed between Exeter and Bristol pulling 490 tons in the 1948 Interchange Trials. That was one in the eye for the Greasy, Wet and Rusty, payback for the way *Pendennis Castle* showed up an LNER Pacific in the 1925 Interchange Trials. And amazingly, 61251 wasn't the best *Bongo* we had at Hitchin, in my opinion, 61097 was.

In last December's edition of *Heritage Railway* there was an article on *Tornado*, outlining some of the maintenance issues that had been found.

What was of great concern to me was the section headed 'Superhuman strength to operate'. This referred to the damper lever being hard to operate and some of the problems that this caused. It appeared from the way the paragraph was written that *Tornado* had been in operation for a time with the damper jammed shut.

This had led to the draught on the fire being so strong; it was sucking the flap into the fully open position when she was being worked hard. I would suggest that there was also a great probability of the brick arch coming down in these circumstances and the loco becoming a total failure.

The standard practice in steam days for opening a stiff damper would be to hit the bloody thing with a coal hammer. If that didn't free it, you would use the coal hammer as a lever using a lump of coal as a fulcrum and if all of that failed, get one of the fire irons down and use its 12 foot length as a lever. Brute force and ignorance solved a lot of problems on the footplate over half a century ago.

Given that the author spoke about the effect of primary and secondary air on the state of the fire, why was this situation allowed to continue? They must be using a lot better coal than we had in the 50s to be able to steam without the benefit of primary air coming under the fire bars via the damper.

Where has all of the footplate experience gone? Why haven't today's drivers and firemen on preserved lines read all of the numerous books written by ex-drivers and firemen who tell the reader how it used to be done.

Do they really believe that with the aid of their predilection for OH&S and hi-vis jackets that they know more than those of us that used to earn a quid wielding a shovel like Paganini used a bow to stroke his violin into impossible chords?

Why, when there are so many educational text books written for potential engine drivers and firemen whose ambition it is to work on the preserved lines, are the old practices being forgotten or worse still, ignored?

Let me explain. The role of the damper is to allow what is known as primary air to enter the ash pan and up through the fire bars into the fire. Secondary air is sucked in by the blast through the fire hole doors. This allows oxygen to combine with the hot gases rising above the fire bed.

By judicious use of the flap, you could control both the heat of the fire and the colour of the smoke exhausted through the chimney. When you were on the move and under steam, the damper was

never fully closed. The only time it was closed was when the driver shut off steam or you were about to enter a tunnel.

If you were a bit pushed for steam however, you could leave the damper open and have the blower hard on to keep the fire hot when coasting.

When entering a tunnel, if you had left the damper open, the back pressure caused by the exhaust hitting the tunnel roof would interrupt the passage of the exhaust through the chimney and the pressure of the air being forced through the damper by the speed of your motion could cause the fire to blow back through the fire hole door and, believe me, you don't want to experience a blow-back!

Don't forget most of the ex-GNR, LNER and BR[E] locos had a flap in the middle of the fire hole door to fire through and it was not thought of as good practice to open the main door for firing purposes. Even the *Spaceships* on the Eastern Region were fitted with a GNR pattern fire hole door. This fact was overlooked in an article on 9Fs in a recent edition of *The Branchline*. However, you would have to have fired on *Spaceships* to have known this as I cannot recall reading it anywhere.

PS. I note that the footplate crews today wear both gloves and glasses. Glasses were forbidden on the footplate in my time, and I only wore gloves on the footplate once. They disappeared just after the driver called me a poncy little nancy boy.

Gresley valve gear derived from Holcroft's –

- Holcroft collaborated with Gresley on the design – *Thompson and Peppercorn* p34
- Holcroft valve gear *The Streaks* Roger J Mannion p69
- NBL design of B17s *LNER 4–6–0s at Work* Geoffrey Hughes pp73-75
- Holcroft's patent granted in 1909 – 1913.
- 1925 conference Gresley brushed of claims that he had filched the design from Holcroft. *British Locos of the 20th Century. Vol 1* OS Nock p191
- Clandestinely measuring the valve travel on 4079. P N Townend *East Coast Pacifics at Work* @ p37

I am open to criticism on this paper. However, if you do submit an article criticising the content, please supply a bibliography.

ModelRail Modelling Competition

This year was the first time that this Competition has actually been held. Your Management Committee had taken a decision earlier to try to encourage members and alike to enter the competition.

At the conclusion of this year's AGM each volunteer was allowed to pick a sealed envelope containing a Metcalfe Models card kit to construct and was allowed to develop a display as they see fit.

This appears to have been a success if the number of entrants is any indication. The judges of the Competition enjoyed the task with comments being that the workmanship was of a very high standard.

As can be seen from the results there was not much in it. This all does well in proving that some

first time card kit builders and experienced builders, given an even starting point can come out with a very good result.

Congratulations to all the entrants on their efforts and I believe that all round from the entrants, our Branch , the judges and the viewing public it was a very successful Competition.

There are a few minor things that did pop up during the Competition that will be ironed out but overall it was a very good and enjoyable idea and result from our Management Committee. So I would think that next year there will be another Competition. Get ready to participate.

The results –

The overall Competition Winner was Eddie Garforth with his 4mm scale model of semi-detached houses

The winners of the individual Scale categories were –

Craig Hartmann with his 7mm scale model of semi-detached houses

Eddie Garforth – [see above]

Peter Webb with his N scale model of a factory

The points awarded were –

Eddie Garforth – Semi-detached house – 4mm scale	264
Craig Hartmann – Semi-detached house – 7mm scale	257
Ted Thoday – Village school – 4mm scale	256
Ron Fryer – Terraced houses – 4mm scale	255
Kathy Price – Goods shed – 7mm scale	252
Peter Webb – Factory – N scale	229
Bob Phelps – Terraced houses – N scale	224
Stephen Rayner – Terraced houses – N scale	223
John Muller – Hotel – 4mm scale	223

John Maker, Judging Coordinator



Bob Phelps N scale mode of terraced houses.
The local Fire Brigade is attending to a fire in the left hand house



Eddie Garforth's award winning semi-detached houses model.

T

The photograph does not do justice to the detail in the gardens, particularly the vegetable patch at the rear of the house



Craig Hartmann's O Scale Category winner model of semi-detached houses.

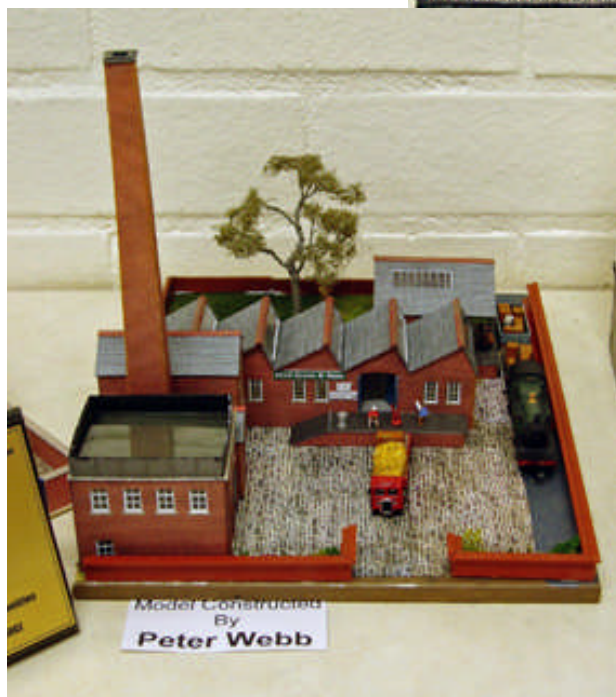
Note the typically British allotment to the left of the houses.

Ron Fryer's 4mm scale model of terraced houses.

The scene is one that could be seen in many parts of industrial Britain.

The parts as provided in the kit are for the two front doors to be at the left and right of the front, which is wrong – he should know, he lived in one of these!!

Ron corrected this error by put the doors in their correct places side by side on the centre line of the front.



Peter Webb's N Scale Category winner model of a factory depicting a typical working day's activities.



Kathy Price's 7mm scale model of a typical small factory with railway access. An oil tank wagon is being loaded at the rear of the factory.



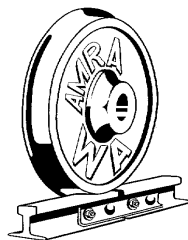
Steve Rayner's N Scale model of terraced houses – a typical work-a-day scene in Britain



Ted Thoday's 4mm scale model of Duvalaky Primary School, with children starting to arrive for class.

The preserved Thingami Signal Box is to be an arts and crafts workshop for the community and the school.

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amra-wa-branch.asn.au

Issue 204 February 2012 Vol 35 No. 1

Frans' Fatidic

Rosemary and I wish all our members a Happy and Prosperous New Year and hope a lot of modelling will get done.

I would like to congratulate Mr C and Mrs E Lewis, Mrs J Stallard and Mr A Jumeaux for their Thirty Year Membership of our Association. Unfortunately I have not been able to present their certificates and badges personally.

The new building is still in the planning stage and the paperwork has gone to the Council and Lotteries Commission for approval.

Some queries have been raised regarding the Exhibition barricading and an explanation is in another article in this issue of *The Branchline*.

The Exhibition is slowly coming together, it looks like it may not be as big as last year but a lot of new layouts will be on show.

At this stage we have the following Retailers and Exhibitors attending –

- Sixteen retailers [3 from interstate]
- Twelve Clubs
- Nine Kindred Societies
- Eighteen Private layouts – [1 from interstate]

We will need volunteers again so please keep the weekend of 2, 3, and 4 June free.

Frans Ponjee
Branch President
Exhibition Manager

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

Graham Bell – 9295 4461
email – agrohbell@bigpond.com

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Committee

Trevor Burke – 9398 4330
email – trevorburke@bigpond.com

Niels Kroyer – 9315 9635
email – njtskroyer@westnet.com.au

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

Barricading

As most members would have realised from last year's Exhibition there is a shortage of barricading.

We will be able to supply some barricading on a first come first serve basis but for Occupational and Health and Safety reasons and public safety, our Branch will need to erect the barricading.

We have a group of members who have erected barricading before and have agreed to erect the barricading for this year's Exhibition.

Depending on size a fee per layout will be charged to each exhibitor who requires barricading as follows –

- Small layout – layout's overall footprint does not exceed 24ft² = \$20.00
- Medium layout – layout's overall footprint is greater than 24ft² but does not exceed 40ft² = \$30.00
- Large layout – layout's overall footprint greater than 40ft² but does not exceed 55ft² = \$40.00
- Extra large layout – layout's overall footprint is greater than 55ft² = \$60.00

or the metric equivalent of these sizes. The Exhibition Manager's decision is final.

No payment will have to be made up front. If we have a successful Exhibition, as in previous years, exhibitors would get an ex-gratia payment – the barricading fee will be taken out of this payment.

All reasonable expenses to and from the Exhibition for the **layout only** will be paid as per normal, so it is up to each and everyone to make this another successful Exhibition.

Frans Ponjee
Branch President
Exhibition Manager

From the Editorial Desk

The Branchline – April issue deadline. Routine editorial material, articles, reports, programme items, etc., to me no later than 1500 Saturday 24 March.

However, if your material is ready earlier please let me

have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on Saturday 7 April and will include pre-exhibition material

Please note the intended dates for *The Branchline* publication for the remainder of 2012:

	Editorial deadline	Assembly, etc.
June	Saturday 26 May – for routine material Sat 9 June – for exhibition reports	Saturday 23 June – will include exhibition reports and AGM material
August	Saturday 28 July	Saturday 11 August
October	Saturday 22 September	Saturday 6 October – will include AGM Minutes
December	Saturday 17 November	Saturday 1 December

Ted Thoday

Side Street Banner Works Railway Gallery

Jim Gregg has provided some information and relevant links to this Gallery. Although the locos and their construction featured are to the larger scales they are very interesting and well worth a look.

The links are – <http://sidestreet.info/Gallery/Gallery19/Ga19.html>

They ask that if you have a locomotive you'd like to share with them, please don't hesitate to send it in. Click on the link below to find out how to do it. We look forward to hearing from you. <http://sidestreet.info/Gallery/GaIntro.html>

Literary Lines

We continue to receive donations of books, magazines, DVDs, etc., Many thanks to the following for their donations –

Alan Porter Eddie Garforth D. Casson R. Rabjohns Mrs. Holland Arthur Giles

One very significant donation was earlier received from Mrs. Marshall this comprised books and magazines from her late husband's collection. Our Management Committee has written to Mrs. Marshall thanking her for this donation.

Unfortunately we are unable to acknowledge a number of other donors as, despite our frequent pleas, they forgot to leave their name with their donation.

Library - on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Chris Paterson
Branch Librarian

Around the Layouts

Haltwhistle. The layout has been very busy during the school holidays.

We did have to correct a slight twist in the track which was derailing a certain class of locomotive as it passed through the station but the permanent way staff toiled very hard all day and cured the problem.

The broken wire on one of the shuttle line's detectors has been fixed and the shuttle is now operating normally.

Tom Stokes
Layout Supervisor

The Valentine Run. Following several weeks of test running, during which the layout performed all but faultlessly – one wire cunningly disengaging itself from its DCC circuit breaker, temporarily freezing movement on the branch line – the layout coordinators decided that the time for scenicing has arrived. Running has been halted and two corner modules have been relocated for ease of access.

Trevor, Rob, Alec and your scribe then endeavoured to find a suitable combination of oxides to colour the plaster coating to be applied to the layout. In summary, one mixes oxides, water, a teaspoon of white glue, plaster and a couple of drops of detergent, then one paints like crazy before the concoction sets hard. 1:1 yellow and brown oxide dries a light brown; 3:1 produces a desert light tan. Avoid anything red; it dries a Barbie pink, causes acute embarrassment and elicits stifled snickers from adjacent layouts.

We are grateful recipients of three more DC controls; each independently powered which will resolve both some overheating problems caused by a plug-in slave unit and the lack of a second dedicated branch line control unit. These can now be connected on either side of the layout, giving better control of operations. However, we will be trialling a DC unit with memory – hopefully the ultimate in DC control.

Mistrustful of company assurances, Valentine residents have constructed their own station, supervised by local architect H. Cartmann; and a very fine construction it is too. Celebratory festivities were dampened briefly when the first locomotive failed to arrive due to electrical problems. However, following an apology by company representative Luten Plunder, spirits were soon restored when he was declared Guest-of-Honour at a hastily arranged necktie party.

Craig Hartmann
Alan Burrough
Layout Coordinators

Mighty Tuff!!

Ian Wood has provided this link to a video clip of a 90 car coal train behind one steam locomotive in N scale – impressive – http://youtu.be/_l-E-D6pzU

Around the SIGs

S Scale Special Interest Group's December meeting was attended by 32 members and visitors. It turned out be a very stormy night with 26mm of rain falling in a few hours. The lightning and rain-storm prevented Gary Gray from setting out from Swanbourne to attend the meeting. Others

had to negotiate flooded streets and drains on their way home. Bill Gray's membership of the RAC came in handy too. But to those who made it to the meeting it all seemed worthwhile.

Graham Watson opened the meeting at 2030 and wished all those in attendance the very best of wishes for the Christmas and the New Year season. He also hoped that members found some time to do some model making. Graham suggested that we treat ourselves to some kits and bits to put together so that we avoid being given railway memorabilia that we don't really want or need.

Graham reported that Railwest Models had recently received a good supply of S scale parts from North Yard Models of New Zealand, though prices would be a little higher from the NZ end. Graham announced that the very last of the G class locomotive kits have been distributed to members and that no further production runs were likely. There were quite a lot of bits available to anyone who wanted to scratch build a G class. **Brian Norris** suggested that a Mantua 0-6-0 loco may be a good basis for a reliable mechanism.

Graham also reported that long-time member of AMRA and the S Scale SIG Rex Vellander was not well and that he was sure that all the members wished Rex and his wife and family all the best at this time. Rex is a long time member of the Group and is credited with helping to build the major extensions to *Swan View* and most of the York boxes that many S scale modellers use to carry their models to and from the clubrooms and exhibitions.

Trevor Burke wished all the members the compliments of the season and thanked the members for their support for the activities arranged by the Management Committee of our Branch throughout the year. Some light refreshments were provided by the Committee at the end of the evening's Activities.

John Maker informed members that if they did not receive an October/November edition of *The Branchline* it may be because they have not renewed their AMRA membership and so are unfinancial – they should check their membership status with the Duty Officer.

Stuart Mackay reported that some MRWA Bm wagon kits were available from X Class Models. Stuart also asked for expressions of interest from those in the Group who provide support materials to SIG members and who wished to be part of the United Modellers stand at the 2012 Model Railway Exhibition. United Modellers is a loose collective of modellers who come together at the Exhibition to show the public what kits and bits are available to those who want to model the 3'6" railways of WA in S scale. This stand is in addition to and separate from the modeller's desk which is also manned by members of the S Scale SIG.

Bill Gray reported that he hoped that the summer edition of the ASnM Magazine would come out in late December or early January [it arrived on Christmas Eve]. Bill did not repeat his usual appeal for articles but he did say that short, topical articles were always appreciated.

Kelvin Davis reported on his recent trip to Blighty and in particular to the Warley Exhibition. Kelvin gave an interesting report on three exhibitions and said he believed our very own exhibition compares favourably, relative to the size of our group and the population of modellers in WA.

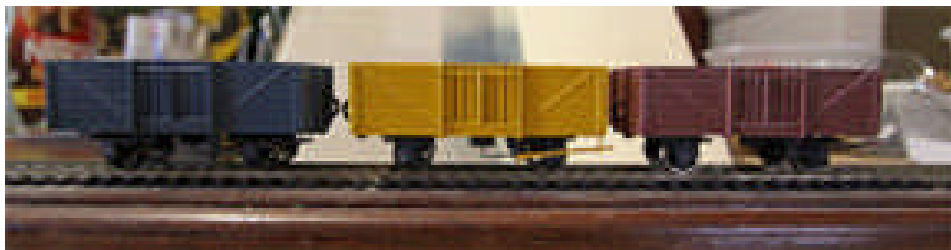
As usual a general Bring and Show followed.

Bill Gray was the first to show a model of a two story house in S scale. Bill hopes he may build such a house on his block in Chidlow one day.

Gavin Stallard showed an XG coal hopper he has been building. There were three sets of these wagons on western rails. The sides were curved but not circular which makes them complicated to

construct. Gavin is obviously enjoying the challenge. A rake of ten would look terrific behind a DB or S class DE locomotive.

Murray Rowe showed the models of three GE wagons he has built from patterns and castings he has made and then moulded into one-piece bodies. The wagons, thirty in all, were built for the MRWA which was taken over by the WAGR in 1964. These GE wagons were classified AE in MR days and were distinguished by external bracing. The photo below shows the GE wagons in three guises which included [L to R] MR blue-grey, Westrail yellow and WAGR brown.



Kieran Wright who recently returned from his trip to North America showed an HO G50 locomotive in an authentic shortline livery, some wagon loads and a 2012 calendar from the Pickering Brook Heritage Group.

Ross Green showed the terrific progress he has made in assembling his kit of a V class locomotive. The model was unpainted and this gave members the opportunity to see the pipe work and detail that Ross has added.

Doug Firth showed his MRWA A class locomotive he built from an X class Models Kit. The locomotive was resplendent in dark metallic black and boasted some fine detail including North Yard washout plugs. Doug has also assembled and painted three tenders including one for his V class, U class and his MRWA A class.

John Maker has been getting very involved in model building and this week he brought in a very nicely assembled but unpainted GA Models version of a BD cattle Wagon.

The pre-arranged topic for the evening was *Modelling the Advertising Vans of the WAGR*. We were treated to a series of seventeen slides of advertising vans from the 1950s and 60s. Graham Watson pointed out that there appeared to be two separate eras of advertising on WAGR wagons. The first was during the 1920s but little evidences of these remains on film or in the archives at this stage. The second period was in the 1950s and fortunately photographic records are available thanks to those such as Alan Tilley who had the foresight to record them on film. The vans were colourful and eye-catching for their time. For the modeller of the WAGR in S scale they make interesting additions to a train and a layout.

The vans were usually class D or DA or V vans. The companies included Tip Top paints [2 variations], IXL jams [3], Buhlers Pianos, McPhersons [2], Walpamur Paints, Tilley Lamps, Flower Davis & Johnson [2], KLG spark plugs, Lynas Ford and Mayne Nickless, So there's a range of vans for modellers to choose from. Rob Clark of Westland Models has produced a Mayne Nickless transfer and Railwest Models has done the two variations of the McPhersons vans.

Several members brought in examples of advertising vans that they have completed.

Lynton England showed his IXL, Mayne Nickless, and McPherson's D vans, **Stuart Mackay**

showed his McPherson's D van an Ampol JID Tanker and Readymix RBC cement hopper.

Apart from the D van the others were more owners' wagons but there is an element of advertising on them never-the-less. **Doug Firth** and **Rob Clark** both showed their Mayne Nickless D vans. **Graham Watson** showed the alternative version of a McPherson's D van and **Kieran Wright** his Caltex JU tanker. The vehicles were all eye-catching and accurate models and were evocative of the period.

The Group's January meeting was billed as a general Bring and Show with an emphasis on what you were given for Christmas by a sometimes less-than-understanding family or what you bought or made for yourself, regardless. As for the previous meeting thirty two members enjoyed the balmy evening and the fellowship of modellers who enjoy the S scale scene.

With the traditional ringing of the bell, **Graham Watson** opened the formal part of the evening at 2030 with some announcements including the results of the recent the loco survey. Apparently we have less locos in the group than we did in 2009 but this appears to be more the result of problems with data gathering rather than loss of items. If the figure from 2009 of 320 is to be believed then we would exceed that number unless some angry wives or partners have displayed their ultimate displeasure with the excessive time given over to model building at the expense of clean dishes and tidy lawns and gardens.

Graham also announced and showed an unpainted example of a soon to be released Y class kit. The kit has a one piece urethane body, a separate chassis and is powered by a Bachmann RS3 mechanism and bogies. Expressions of interest are welcome. Graham also announced that a further 1500 images of WA rail scenes have been added to the ARHS website.

Stuart Mackay reminded members that they should have received the Group's 2012 programme via email. There is some flexibility in the programme, if any member has an idea for a topic of interest to the group's members they should contact Stuart.

The Bring and Show followed with the following presentations –

Doug Firth showed the goods shed he is building from card and is based on the ones at Dumbleyung and Harvey. Doug also showed the U class loco he has been assembling recently. Doug has made some interesting modifications to the kit in order to achieve a better proto-typical appearance.

Neil Blinco continues to demonstrate his innovative creations of detailing parts for WAGR/MRWA country coaches. This time he has excelled with a pair of concertina connecting doors for such vehicles as the ADU, AH and AZ coaches. The concertina doors are available from West Oz Models for \$5 per pair.

Paul Tranter followed with a humorous and light hearted presentation of things that Santa and his family actually bought him for Christmas. They included a 2012 Australian Railway calendar, Volume 6 of the *History of South Australian Railways* [very dear to Paul's Heart], a book on the Queensland Railways Railcars and a train colouring-in and activity book for boys. Wow! Paul was lucky not to have it stolen during the evening but for the integrity of AMRA members.

John Maker showed a range of line-side buildings from Double G Models and some fully assembled but unpainted wagons including a D van, An HC wagon An FD, a ZJ Guard's van and a QJH bogie flat from GA Models.

Murray Rowe showed a high side 4-wheel wagon with an internal tarpaulin used when carrying

wheat.

Charlie de Bruin showed the progress he is making with his X class Models MRWA A class loco and his U class. Charlie also dared to show an HO Southern Spirit NR which he bought himself for Christmas. Because Charlie drives the real things [NRs] we let him through.

Murray Hartzler showed the HD plastic tackle box he was given for Christmas by his wife. The box is great for all his modelling gear – they are available at BCF stores. The box cost \$110 and is made in the USA.

Ray Cooper showed the Noch static grass maker he bought from micro-mark for \$140. Ray has been recently scenicing his Yarloop layout and several members can report it is coming along very well. Yarloop is a large layout in a 6m by 8m lined, air-conditioned and carpeted shed at Ray's Glen Forest property. It incorporates the SW mainline and a zig-zag branch line into the jarrah forest. Total running time is six minutes for one circuit on the main line. It takes even longer on the circuitous timber line which boasts a zig-zag and a terminus. Some general discussion ensued regarding the pros and cons of the Noch static grass tool and relevant glues.

Stuart Mackay showed the [1942] engine shed he recently built from photos and dimensions he obtained on a trip to Watheroo in late November 2011. The Model is built in Styrene and uses brick paper which is available as a free download on the web. Downloads are free but the owner of the site does ask for a donation to help maintain the site. Stuart also showed a before and after chassis modification he has made to a Tyco 2–8–0 chassis in order to build another Fs class loco or two sometime in the future. Stuart wrote a short article on this particular chassis conversion for *The Branchline* about eighteen years ago.



Watheroo Engine shed Nov 2011



Model of Watheroo Engine shed

Finally, **Graham Watson** showed some DDH 1:64 scale motor vehicles which he saw at Stanbridge's Hobby Shop and some useful raised rivet decals he ordered from Micro Mark.

Once again, these meetings were a successful gathering of the Group which meets on the second Monday of every month at 2000 at the AMRA WA Branch clubrooms in Moojebing St, Bayswater. New members and visitors are always welcome. Contact Graham Watson on 08 9250 1084 or Stuart Mackay on 08 9310 3858 for general information about the S Scale Group.

British Railway Modellers Special Interest Group. The subject for the November meeting was BR Diesel Locomotive liveries in general, 1948–1955, 1956–1965 and 1966 on.

1. 1948 to 1955 –

On 1 January 1948, the fledgling British Railways organisation inherited just 65 locomotives powered by a diesel engine. These were LMS 57 locomotives, LNER 4, GWR 1 and SR 3

Sixty-four of them were shunters and they were painted plain black with red buffer beams. The sixty-fifth was No. 10000 the LMS 1600hp mainline diesel electric locomotive and this was painted in glossy black with aluminium painted roof and bogie side frames, a four-inch wide aluminium painted waist band and twelve-inch raised aluminium numerals and LMS letters.

A new emblem was produced. It was the hungry lion/bicycling lion/ferret & dartboard [take your pick!], a lion astride a spoked wheel and facing either to the right [*dexter*] or to the left [*sinister*] but always forwards. During this period a further six main line diesels were built and their livery was as the inherited main line diesels. During the same period a further 263 diesel shunters were ordered by the Big Four and BR but not delivered until 1948 onwards, and these also were painted as per the inherited diesel shunters.

2. 1956 to 1965 –

In conjunction with the Modernisation Plan released in 1955, BR set about in the following year to brighten up its image. To accompany this a new emblem was designed, a crest [approved by the College of Arms] consisting of a demi-lion rampant holding between its paws a silver locomotive wheel. Rather than the black livery then in common use, it was decided to paint the diesel locomotives Brunswick Green with black and orange lining [the same as that used on express passenger steam locomotives]. Roofs were specified as Primrose yellow but this soon changed to cream. Underframe and bogies was specified as black. Buffer beams and buffer shanks were to be red. Towards the end of 1956, BR devised a new system of numbering its diesel locomotives between 1 and 9999 with the prefix D to differentiate them from the ex-GWR steam locomotives carrying the same number. After a few false starts the broad categories were finalised for the numbering blocks of the different types of diesel locomotives, as follows –

D1 to D1999	Type 4
D2000 to D2999	Small shunters [153hp to 330hp]
D3000 to D4999	Large shunters [350 hp range]
D5000 to D6499	Type 2
D6500 to D7499	Type 3
D7500 to D7999	Type 2
D8000 to D8999	Type 1
D9000 to D9499	Type 5
D9500 to D9999	Type 1

The few main-line diesels then in service were not covered by this numbering system and they retained their original numbers. However, most of the diesel shunters were renumbered, the exceptions being those of pre-nationalisation design.

During 1959, after experiments the previous year, black and yellow diagonal stripes began to appear on the ends of the diesel shunters and handrails were picked out in white, both measures were intended to make them more visible to railway staff in goods yards and at the trackside.

1960 saw the introduction of overhead electric wire warning signs and these began to appear on shunting locomotives and main line diesel locomotives. During 1961, as a variation from the rather plain Brunswick Green, a new colour known as Sherwood Green made its appearance on Class 35 Hymeks and Class 55 Deltics. A two-tone combination of the two greens was applied to many

members of several Classes. 1962 onwards, saw the introduction of unlined maroon as the livery for the Western Region Class 52 Westerns and many of the Class 42 and 43 Warships. A few of the Class 52s were painted in unlined Desert Sand and Golden Ochre for a while.

3. 1965 ON –

Following the experimental XP64 train [a newly built Class 47 turned out in overall blue livery with a new design of BR symbol, hauling a set of the newly designed BR Mk.II coaches], a new look appropriate to the post-Beeching era was adopted. Diesel locomotives were painted Rail Blue [including the roof] with full yellow ends. Underframes, bogies and buffer-beams were black. The new BR symbol was officially known as two-way traffic on parallel lines representing tracks, but was known by the irreverent as arrows of indecision.

After the demise of steam traction in 1968, the D prefix was dropped off newly constructed diesels and deleted as older locomotives went through the workshops for overhaul.

Towards the end of the 1970s it was felt that the livery of the locomotive fleet needed brightening up a little. In 1978, a Class 56 [No. 56036] was given a repaint with a pale grey roof, black window surrounds and full body height BR emblem. The style was adopted as standard for Classes 50 and 56 in 1980 and it appeared subsequently on some members of Classes 37 and 47. From 1980 onwards the livery story became quite complicated. This information can be found in the full set of the facilitation notes available on request.

New Acquisitions –

Ron Fryer – showed a little book written in 1893, this 11th edition was printed in 1908, called *The Locomotive Engineman's and Fireman's Examination Guide* by Maurice George Vaughan, [M of AS of LE & F., and President of the GWR Engine Driver's and Fireman's Class, Plymouth.] It was given to Ron by G. Watson who thought, correctly, that Ron might like it.

John Maker – showed an etched-brass bender from Micro-Mark, model Etchmate 3C, approx \$20, which works very well, it has a selection of shapes and sizes.

Ron Richards – showed us two files that he bought from Sievers at the bargain price of \$77 !!! At that price I hope that they work.

Peter Sapte – showed a pack of illuminated buffer stops that he purchased from DCC Concepts.

Doing Things –

John Maker – showed us a model of a Shed from GG Models, a RCA 7plank bogie wagon, an OTB flat car and a 4-wheel D Van. All these are WAGR vehicles made from resin kits. On this occasion we allowed him to bring them.

Peter Sapte – showed his completed model of a LNER N7/4 0-6-2 tank engine. Only minor things to be done when he returns to the UK – crew, coal and weathering. Beautifully made, up to his usual high standard.

The December meeting took the usual form of the Christmas Quiz, but first we had –

New Acquisitions –

Kelvin Davis – on his return from the UK showed us the following –

- 2011 National Model Railway Exhibition Guide [Warley] £4 plus entrance fee
- 2011 Spalding Model Railway Exhibition Guide [free]
- *Shropshire Union Railway* by Bob Yate [Published by The Oakwood Press]
- *Wagons of the Early BR Era 1962–1968* by David Larkin [Published by Kestrel]
- *Wagons of the Final Years of BR 1969–1982* by David Larkin [Published by Kestrel]
- *Civil Eng's Wagons Vol.1. BR 1948–1967* by David Larkin [Published by Kestrel]
- *BR First Generation Diesel Railbuses* by Evan Green Hughes [Published by Ian Allan]
- *BR Standard Diesels of the 1960s* by David N. Clough [Published by Ian Allan]
- *BR First Generation DMUs* by Hugh Longworth [Published by OPC]
- An Alan Gibson kit – A Single Post Signal Tube in brass
- 2011 Autumn Edition of Alan Gibson Products Catalogue
- Ratio N gauge Signal Remote Control kit,
- Various assorted wagons [too many to individually list] some rtr, some in kit form.

He said that he would bring the remainder to the January meeting. We are agog and aghast at just what is in store!

John Maker – showed an Athearn HO model of a Union Pacific SD45T–2 Diesel locomotive.

Steve Rayner – showed us the Bachmann/G.Farish N. scale model of the Mk.1 TPO Royal Mail Sorting Van BR[WR]. He said that it looked lonely on the shelf in the model shop!

Ron Richards – showed us an ESU Decoder Tester that he got from DCC Concepts. Also showed a book titled *Weathered Steam Locomotives* by Andy J. Small [Published by Book Law Publications].

Nick Pusenjak – brought along two models as follows –

- Kernow's model of a Beattie Well Tank, No. 30585, with BR crest, made by Dapol
- Bachmann's OO model of a Derby Lightweight 2-car DMU in BR Green with Speed Whiskers.

Gordon Bramwell – showed these DVDs –

- *Steam Engines of the LMS*
- *The Glory Days of Diesel. – No.4 – North Midlands.*

He also showed us a copy of *A Pictorial Guide to the Settle & Carlisle Railway*.

Alan Porter – showed two books –

- *Train Shunting & Marshalling for the Modeller* by Bob Essery [Published by Ian Allan]
- *How Steam Locomotives Really Work* by Semmens & Goldfinch [Published by Oxford Press].

He also showed the latest model from Bachmann, a OO BR Class 3F 0–6–0 tender locomotive No. 43474.

Doing Things – as we ran out of time we cancelled this section for this meeting.

The Quiz –

Once again the Quiz proved to us all just how much we don't know about BR. However, I do think that the standard of the questions showed some slight improvement over previous years – that must mean something! Still it was enjoyed by all, thanks to all who provided the questions. Thanks also to our Branch for the cakes and Bubbly afterwards.

The subjects for the November meeting of the **Great Western Railway Modellers Special Interest Group** were the Dean and Collett 0-6-0 Tender locomotives.

1 Background –

The Great Western Railway was a predominantly tank locomotive railway using such locomotives of considerable power over quite long distances – for example the large 2-6-2T Prairie Tanks, the 0-6-2Ts, the 2-8-0Ts and the closely related 2-8-2Ts. Consequently the GWR made very much less use of the ubiquitous 0-6-0 tender locomotive compared to some of the other railways. The GWR 0-6-0 tender locomotives generally had a lower axle loading than their comparable tank locomotives, due to them not having to carry their coal and water on board and, having these commodities in reasonable quantities in a separate tender, they had a good working range. Consequently, the GWR 0-6-0s were basically used on lightly laid branch lines and on cross-country lines.

2 Dean 0-6-0s –

[a] **2301 Class** – These were the most common type and were usually known as the Dean Goods. They were a slightly larger version of Armstrong's double framed 0-6-0s but having simpler and much cheaper single frames. They were classic mixed traffic locomotives and could be used [and frequently were] on passenger trains. In total, 260 locomotives of the 2301 Class were built between 1883 and 1899. They were numbered 2301-2360 and 2381-2580.

There were many changes made to them over the years, the whole Class was fitted with Belpaire firebox boilers between 1902 and 1922. In 1917, the War Department requisitioned 62 Deans Goods for service in France and Belgium. By 1921 the War Department had repatriated fifty-five of them. Between 1907 and 1910 twenty locomotives were reconstructed as 2-6-2Ts for suburban services in north Warwickshire. 232 locomotives passed into ownership of the greater GWR in 1923. The Class then remained intact until 1929 when withdrawals of the earlier series [running numbers below 2400] commenced.

However, due to the inheritance of an enlarged network in Central Wales and the poor state of some of the locomotives absorbed from other companies in 1923, further withdrawals were suspended until the late 1930s.

At the outbreak of WW2, 100 Dean Goods locomotives were requisitioned by the War Department for service in France, sixty-nine of them being shipped before the fall of France. Some of them were destroyed in the retreat to Dunkirk but the remainder were used by the German occupation forces in France and elsewhere in Europe.

After 1945, some of these were repatriated to the UK, but most were scattered around Poland, Belgium, Italy and beyond the Iron Curtain. The net effect of this war service of the Dean Goods was that there was a severe shortage of 0-6-0s on the GWR during WW2 and locomotives of a similar design were borrowed from the LMS and the LNER.

Withdrawals did not begin again until the very end of 1945 but even so 54 Dean Goods were still in

service when the GWR was taken over by British Railways on 1 January 1948. Most of these locomotives were withdrawn in 1953, the last withdrawal being No. 2538 in May 1957. One locomotive No. 2516 is preserved.

[b] **No. 1833** – This was an experimental locomotive built in 1888, it was withdrawn in 1906.

[c] **2361 Class** – These locomotives were double framed with underslung outside springs. Twenty locomotives [2361–2380] were built in 1885 and 1886 with, again, a complex subsequent boiler history. They were rarely used on passenger trains and most were withdrawn in the 1930s, although one [No. 2362] lasted through WW2.

[d] **Sir Daniel 0-6-0s** – At the end of the nineteenth century Dean had proposed to build more Dean Goods inside frame 0-6-0s, the project was abandoned and twenty-three of the *Sir Daniel* 2-2-2 Singles were converted between 1900 and 1902 by fitting strengthening plates above the driving axles and, with the springs above the splashers, the centre axle springs were higher than those above the other two driving axles. Withdrawals commenced in 1905 and the last was in 1920.

[e] **Models of Dean Goods 0-6-0s** – This section in the facilitation notes lists all the known models produced by the various manufacturers of this locomotive.

3 **Collett 0-6-0s** –

As outlined above, by 1930 the ageing 0-6-0 fleet created a need for replacement locomotives and this was addressed by Collett with his 2251 Class. But before looking at these, it is worth noting that Churchward did not find it necessary during his period in office as CME of the GWR between 1902 and 1921 to produce any 0-6-0s at all!

2251 Class [sometimes known as Collett Goods] – 120 locomotives [Nos. 2200–2299 and 3200–3219] were built between March 1930 and January 1948, No. 2251 being the first built [hence the Class name!]. They had the same wheelbase and wheel diameter as the Dean Goods but they had a tapered Belpaire firebox boiler and a large wide cab with a large roof. Being slightly heavier than the Dean Goods they were yellow route coded.

There were some differences as you would expect for a class that was built over a period of eighteen years. Withdrawals commenced in January 1959 and the last ones were in May 1965. One locomotive [No. 3205] is preserved.

The above notes are followed in the Facilitation Notes with a list of models of the Collett Goods that have been issued by the various manufacturers. A complete set of the Facilitation Notes is available on request.

New Acquisitions –

Barrie Peacock – showed a book he received from his daughter for his birthday, *Memories of Steam* by Tom Quinn [pub. by David & Charles].

Doing Things –

Peter Sapte – showed us his South Eastern Finecast white metal model kit of a GER N7/4 tank

(Continued on page 16)

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings –

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members are invited to make a gold coin donation at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

February

Wednesday	1	[1]	LMS Special Interest Group meeting
Friday	3	[2]	N Scale Special Interest Group meeting General Activities
Saturday	4	[3]	The Branchline assembly General Activities
Monday	6		Topic Meeting – topic to be advised
Tuesday	7	[4]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	8	[5]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	10	[6]	N Scale Special Interest Group meeting General Activities
Saturday	11	[7]	General Activities
Monday	13	[8]	S Scale Special Interest Group meeting – Guard's van night, bring two or three of your interesting ones.
Tuesday	14	[1]	Daylighters Group – daytime meeting

Friday	17	[2]	N Scale Special Interest Group meeting General Activities
Saturday	18	[3]	General Activities
Tuesday	21	[4]	Daylighters Group – daytime meeting
Wednesday	22	[5]	Great Western Railway Modellers Special Interest Group meeting –
Friday	24	[6]	N Scale Special Interest Group meeting General Activities S Scale Running Night
Saturday	25	[7]	General Activities
Tuesday	28	[8]	Daylighters Group – daytime meeting
Wednesday	29	[1]	British Railways Special Interest Group meeting – BR powder handling wagons

March

Friday	2	[2]	N Scale Special Interest Group meeting General Activities
Saturday	3	[3]	General Activities
Monday	5		Labour Day – Public Holiday Topic Meeting – topic to be advised
Tuesday	6	[4]	Daylighters Group – daytime meeting
Wednesday	7	[5]	LNER Special Interest Group meeting
Friday	9	[6]	N Scale Special Interest Group meeting General Activities
Saturday	10	[7]	General Activities
Monday	12	[8]	S Scale Special Interest Group meeting – slide/video/movie / e-photo night. Planning for the next kit-building workshop
Tuesday	13	[1]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	14		DCC Special Interest Group meeting – venue Naval base
Friday	16	[2]	N Scale Special Interest Group meeting General Activities
Saturday	17	[3]	General Activities
Tuesday	20	[4]	Daylighters Group – daytime meeting
Wednesday	21	[5]	Great Western Railway Modellers Special Interest Group meeting –

Friday	23	[6]	N Scale Special Interest Group meeting General Activities S Scale running night
Saturday	24	[7]	General Activities
Tuesday	27	[8]	Daylighters Group – daytime meeting
Wednesday	28	[1]	British Railways Special Interest Group meeting – Bring and Show unusual model railway items
Friday	30	[2]	N Scale Special Interest Group meeting General Activities
Saturday	31	[3]	General Activities
April			
Monday	2		Topic Meeting – topic to be advised
Tuesday	3	[4]	Daylighters Group – daytime meeting
Wednesday	4	[5]	LMS Special Interest Group meeting
Friday	6		Good Friday - Public Holiday - No Meeting
Saturday	7	[6]	The Branchline assembly includes pre-exhibition material General Activities
Monday	9	[7]	Easter Monday - Public Holiday S Scale Special Interest Group meeting – modelling hints and train running on <i>Swan View</i> . Exhibition update. Bring and show.
Tuesday	10	[8]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	11	[1]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	13	[2]	N Scale Special Interest Group meeting General Activities
Saturday	14	[3]	General Activities

(Continued from page 13)

locomotive that he has assembled as LNER No. 9614. It has to be weathered and coaled up but that will have to wait until he returns to the UK next month.

Doug Firth – Showed a model of a GWR 4-wheel parcels van made up from the discarded ends of shortie Brake/Third clerestory coaches. His standard of workmanship is superb – a case of the pupil bettering the teacher! Well done Doug. He next showed us his model of a MWRA Class A 2–8–2 tender locomotive. It would appear that he can model anything!

The December meeting was the usual Christmas Quiz followed by cake and bubbly, but first –

New Acquisitions –

Ron Fryer – showed us an Oxford Diecast N scale Glasgow D/Deck Tram [NTR005] that he bought at City Models for \$8.95 [inc AMRA discount]. He just could not resist it.

John Maker – brought along three books that he got via EbayUK –

- *Roads & Rails of Manchester 1900–50* by J. Joyce [pub. by Ian Allan]
- *Roads & Rails of Birmingham 1900–39* by R.T. Coxon [pub. by Ian Allan]
- *Eastern Steam in Camera* by J. Adams/P. Whitehouse [pub. by Ian Allan]

He bought them for approximately £1 to £2 each. Not bad.

Ron Richards – it has happened again. This year's present from his well-meaning daughter is a Christmas Waterball Train. Enough said!

Alan Porter – showed us a photocopy of a large piece of laminated wood that is to be found on the beach at Stanley in the Falkland Islands. It is, in fact, the mizzen mast of the *S.S. Great Britain* built by Isambard Kingdom Brunel in Bristol in 1843. She was the first iron steamer to cross the Atlantic and the first iron ship to have a screw propeller. She was eventually, in 1970, towed back from the Falklands in a very dilapidated state, to Bristol where she was renovated back to her former glory and is now on permanent display there.

His second item he showed was a 99pce set of Titanium Drill bits, sizes from 1.5mm to 10mm, all in a metal carry case, from the princely sum of \$19.95 from Bunnings! The quantities of each drill bit size varies, eg – 1.5mm = 16, whereas 10mm = 2 only. Ideal for modelling.

Doing Things –

John Brenchley – showed us the latest stage of the roof for his model of Tavistock station. He is, currently sticking the slates on [in N scale]. It really is a superb model. He also showed copies of photos he recently took of his layout.

The Quiz –

A good time was had by all, however I do not think that we would succeed in answering the questions correctly even if we all worked as one team! Still it was fun. The quiz was followed by mince pies, cake and bubbly – we all got that right!

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Tom Stokes	9275 4508
Great Western Railway Modellers	Roger Solly	9444 7812
Large Scale	Graham Bell	9295 4461
LNER	Steve Rayner	9379 1147
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

From the Scribe's Quill

Meeting No 351 – October. The major items of business dealt with at this meeting were –

- Acting on a request from a member to set the date for ModelRail 2012 early, the Committee resolved that the date for ModelRail should be fixed as the second

Sunday of November each year. This means the 2012 ModelRail will fall on 11 November.

- The Committee could not secure sponsorship for steel in the new extension.
- Ron Fryer advised that the builder was happy for AMRA to provide bricks for the new extension – 8000 would be necessary, 1000 face and 7000 commons.
- A lease proposal was received from Bayswater City Council. The Committee decided to consider the lease prior to a meeting on 6 November to develop a way ahead.

Meeting No 352 – November. The major items of business dealt with at this meeting were –

- The Exhibition Manager provided the first report for the 2012 Exhibition. The Exhibition will open at 0930 each day; closing at 1630 on Saturday and Sunday, and 1600 on Monday. Retail space will be charged at \$22.00 per square metre but the entrance fee has yet to be decided. Ronald McDonald House will again be the supported charity. Barricading and sandwiches are in hand at this early stage. There is an intention to use advertising in the Australian Model Railway Magazine.
- Bob Phelps provided the finishing touches to the BHP layout during a trip to Port Hedland. Bob mounted his scratchbuilt reclaimer, conveyor system and also repaired some wear and tear on the layout. The Committee carried a vote of thanks for Bob's efforts.
- The Large Scale Group is investigating the need for warning signs with live steam in use on the outdoor layout.

Meeting No 353 – December. The major items of business dealt with at this meeting were –

- Several requests for layout materials were returned to the relevant SIGs because of a lack of information that precluded the Committee from making financially sound decisions. Such requests should include detailed plans [where necessary], a programme of works and proposed expenditure.
- The Exhibition Manager has received about 38 applications, including two Eastern States layouts. Consideration is being given to another prize at the Exhibition – for private layouts. This category would be judged by the public, with some sponsors volunteering to provide a prize of undisclosed value at this stage.
- The building plans for our extension needed some additional information on floor levels, wheelchair access and some fire requirements. This has been actioned and the plans will now be sent to FESA for their attention prior to re-submitting them to Council. Our LotteryWest submission has been reviewed and will be submitted as soon as possible.
- A volunteer to organise the ModelRail modelling competition has come forward. He will develop a submission for consideration by the Committee in January.

Meeting No 354 – January. Happy New Year to all our readers! The major items of business dealt with at this meeting were –

- The Treasurer advised that he would be changing the Exhibition Account to one which paid more interest than that which we currently enjoyed.
- The Exhibition Manager tabled a draft letter to exhibitors regarding barricading. Some suggested changes were incorporated and the letter will be sent to all prospective exhibitors advising that there will be a cost for AMRA to provide barricading.

- A proposal regarding the ModelRail modelling competition was considered. The proposal failed to address the major problem which is the lack of entries. The Committee decided to go ahead with the modified competition
- Ron Fryer advised that he and Niels Kroyer had reviewed the City of Bayswater's response to our proposed amendments and all but one had been incorporated into the revised draft. Ron will discuss the amount of notice to leave the premises, aiming to increase such notice [if ever used] to six months.

The next few Committee meetings will be held on Thursday 16th February, 22 March and 19 April. Branch members are welcome to attend. Meetings usually start at 1930 and complete about 2200.

Bob Phelps Relates the Story of Building a Monster X 2

Readers will be aware that BHP Billiton requested that our Branch construct a portable model of their Port Hedland facilities in N Scale for an Expo. Negotiations resulted in a contract being agreed and signed.

Our Management Committee appointed the N Scale Special Interest Group 'gang' to build the layout but the Group declined as they were flat out getting *WesterN-Ridge* ready for the 2011 Exhibition.

The *Haltwhistle* crew laid the track and did the wiring – after this things came to a standstill.

Tom Stokes and Craig Hartmann approached me to see if I would do the scenery for the layout. Under pressure and the promise of Tradesmen's Rates of \$100.00 per hour I agreed. As I was still doing scenery on *WesterN-Ridge* and the layouts were at opposite ends of the layout room I got quite fit running between the two!!

I was instructed to build a tunnel at one end of the layout, this was nearly completed when it was pointed out by an observant member that there are no tunnels in the Pilbara, so the tunnel became a cutting. As time became a critical factor Frans Ponjee and myself spent several Thursdays, as well as Saturdays and Tuesdays working on the layout.

A problem occurred with the iron ore piles – BHP had sent some real ore dust for use on the eight required piles – disaster!! No glues or detergents would stick to it. Eventually it was found that rubbing oil would do the trick as it helps glues penetrate. This was done on two piles only as Neill Phillips found some iron ore ballast that worked a treat on the remaining six.

Wern Dunwoodie ballasted the track after this, with buildings, roads and lakes added, it began to look like a real layout. The two main conveyor belts were installed together with the tracks for the two main structures – the stacker and reclaimer.

With just several weeks to go a call went out to Branch members to construct models of these monster machines – there were no volunteers so it was up to yours truly to scratch build them – no plans to work from, only a distant photograph. As I am a master at scratch building, only ever having constructed a small toilet, you can see I was an excellent choice. *(Continued on page 24)*

[Four and a bit pages of photos follow in an attempt to do justice to Bob's work and give some indication of how successful this project has been. I'm compiling a Power Point Presentation of all the photographs and information, this will be uploaded to the Clubroom's computer when complete. Ed]



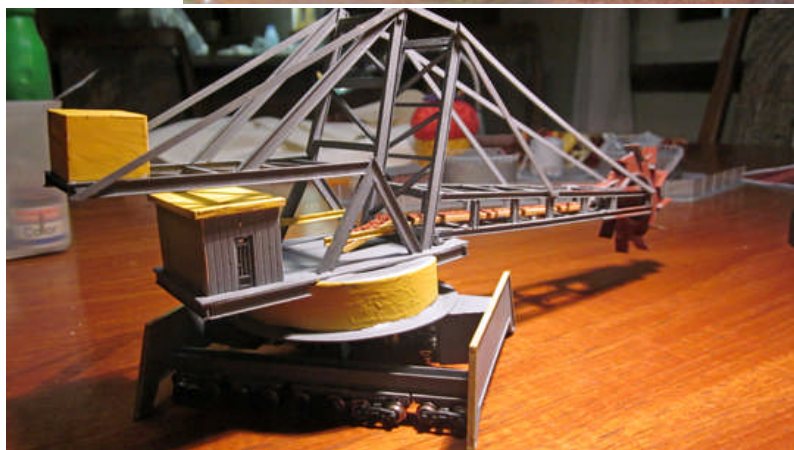
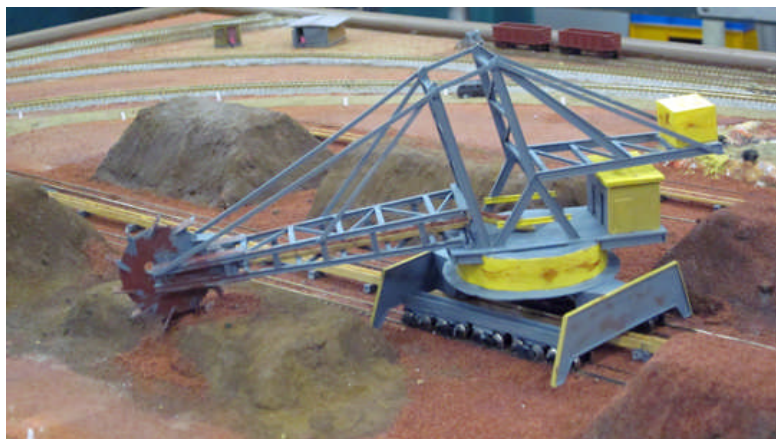
Aerial photographs of the area
the layout will represent

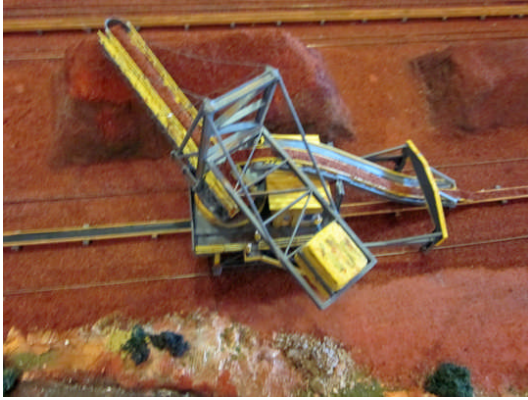


The prototypes – Stacker above
Reclaimer on right



The models





The conveyor and stacker –
Three photos on this page
and top next page



The stacker control cabin – note the detail

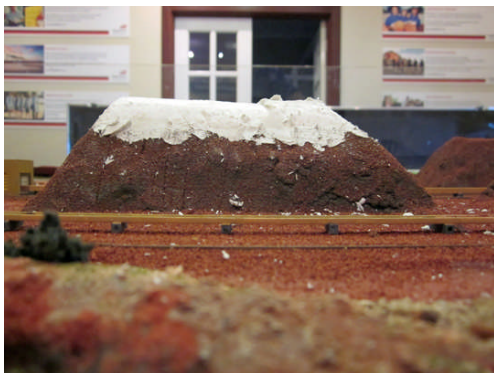


The layout in the Community Centre at
BHP Billiton Port Hedland



Left – The completed layout

The snow covered ore stack –
see text!!





(Continued from page 19)

After drawing up a scale plan of the reclaimer, this appeared to be the easiest to construct, how wrong can one be!! I was hoping some good souls would come forward and build the stacker – how silly of me but more on that later.

Let construction begin!!

The chassis went together fairly quickly using Evergreen strip styrene H, L and flat sections. I then raided my spares as the machine was mounted on twelve sets of bogies. Dave, from the *Haltwhistle* crew, had made up a mock up of piles and corresponding rails so I could work on it at home, this meant the completed model could be mounted on the layout – Thanks, Dave.

Construction of the boom and counter weights went fairly smoothly as the photograph I had was a side on view. The bucket was the problem – after many attempts and methods, I ended up using a plastic gear from a printer with every fourth tooth cut out, cut a small slot and inserted a small square of styrene to act as the buckets. The platform and machinery shed were made out of sheet and clapboard styrene.

The next challenge was to find something to mount the boom structure to the chassis. The photo showed a large round turntable for this. After trying numerous fixtures from toilet roll centres to plastic jam jars, none seemed to fit the bill. Then one evening I was overhauling some fishing gear when a lid, suitably rusted, off a bottle holding some reel parts caught my eye. It was a perfect fit [reel parts now in a plastic container, no more rust].

The counter weight frame and weight were constructed with styrene sections, conveyor belts were made out of U section styrene and filled with iron ore ballast. The whole contraption was painted and weathered and with one week to go was fitted to the layout – thanks to Dave's mock-up it was a perfect fit.

This left the stacker and other conveyor sections unfinished. The layout had to leave, to be in Port Hedland for their Expo on Friday 13 May 2011, it arrived on the Thursday!!! As no one had volunteered to build these items I took on the task, Monster No. 2 was started.

The only photograph I had showing one but it was too far away to scale. Garry Pilmoor came good with a photograph of a similar structure with a worker in the foreground. I estimated him to be six

foot tall but if he was less than that it would be out of scale.

Similar construction methods were used as for the reclaimer. One big difference was that it was mounted on six single wheels so axle boxes had to be constructed. A bit of luck came my way when I was presented with a model kit for a set of silos. The conveyor became sections of the boom. Once again the large swivel section mounting boom structures to chassis was a challenge, it also had to be constructed on an angle. A cup of coffee solved the problem, not the coffee, but while making it I noticed my wife's spices rack – one jar's lid is now in Port Hedland.

This machine has a number of safety rails, as no suitable parts could be found I made a jig and manufactured them out of round styrene – 0.85mm uprights and 0.4mm rails. After Valium and a tot or three of whisky these were completed.

The control shed on the platform was scratch built out of bits and pieces from my 'cum-in-handy' box.

Stairs were another challenge, solved, innovatively, with geared drive belt from a printer.

Painting, weathering and some workers made a very pleasing model.

The next challenge was how to fix this to the layout as a fair amount of modelling was required to finish the layout.

On Tuesday 25 October I flew to Port Hedland and was met at the airport by Tahnee from BHP who took me to the BHP Community Centre where the layout was set up. There were a small number of repairs needed as the layout had been stored on end.

The first job was to increase the height of the end dump where the stacker was to be placed. This was done by adding and shaping some foam. Some plaster was added and I was pleased with the shape and was about to colour it when I felt a presence behind me and a deep voice said and I quote, "Mate you have really stuffed it up, it was a bloody good model till you got your hands on it. Just to let you know it has never bloody well snowed up here".

Obviously he had never seen white plaster before. I suggested that he return in a couple of days to give his opinion. Did and commented, "Bloody great mate".

BHP had put me up at Pundalmarra Miner's Camp. On Wednesday 26 October I was picked up at 0615 and deposited back at the Community Centre to finish the dump and start constructing another conveyor belt from the side of the layout over the tracks to join an unfinished one on the stacker side.

Thursday morning I was picked up by Aileen, I had a bevy of lovely ladies looking after me and taken to the Community Centre to fit the stacker and new conveyor belt, this was very fiddly but when in place really lifted the layout.

I had bought some kangaroos and placed them among the trees and put a red dog on the road – something for the children to look for and find. A few other scenic details such as a car filling up at the bowser, some more bushes and people to really bring the layout to life. The staff said they were very impressed with the finished layout.

I showed the ladies who were to be operating the layout how placing several of the other locomotives in the non-operating sections, ie. the engine shed, yards, etc., would give extra life to the layout.

On Friday a cruise ship came in the port with about 1500 passengers on board. The layout was to be the centre display at the Community Centre.

The following Monday I was told that the layout had been a tremendous hit. Except for a major derailment caused, much to my relief, by a small hand somehow reaching over the Perspex protective surrounds and grabbing a handful of iron ore cars as both trains passed her. It must have been some feat by the staff to get about fifty cars back on the track while surrounded by hundreds of people.

From a personal point of view I had a very informative time building these models as I had never, except for a diesel facility on *WesterN-Ridge*, built anything from scratch before, it really improved my modelling skills.

This project would not have been possible without the advice and assistance of other members, too many to list individually – to all those members thank you for being involved, particularly for building, painting, testing, etc. the eight locomotives and about one hundred iron ore cars needed to bring this layout to life.

Albany Hobby Expo 2012

The Albany Model Railway Association Inc. is organising a Hobby Expo for the weekend of Saturday 6 and Sunday 7 October 2012 in Centennial Hall at the Agricultural Society's grounds in Lockyer Avenue Albany. Opening times will be Saturday 1000 to 1700 and Sunday 0900 to 1600.

We are looking forward to the participation of several model railway clubs, businesses and individuals from Perth as well as wide spread interest from local modelling groups, businesses and individuals. The Expo includes not only model railway and model engineering hobbies but model ships, model aircraft, war gamers, wood turners and handicrafts. The theme is hands-on creative hobbies. The Expo is aimed to appeal to the general public and in particular present something of interest to every member of the family.

If you are interested in providing a display, either as an individual or as a club, we would like to hear from you.

As the Hobby Expo will be in the mid-semester two term break make your plans to attend with the family and have a holiday in Albany. We look forward to seeing you there.

If you have any questions or require further information please contact Bruce Norton by phone on 08 9844 3480 [home], 08 9842 4224 [work], via email at bruce6330@bigpond.com or by mail to PO Box 5271 Albany 6332.

Letter to the Editor

[Editor's note. This letter appeared in my Management Committee office pigeon hole. While Lord Lambton does not appear in our Membership listing I thought you might like to read his views!! A Google Earth search found the address at the top of his letter – nice place near Dereham in Norfolk.]

Bintree Manor, Guist, Norfolk NR20 England.

Editor, 'Branchline'

In my recent travels through your insect ridden state, I chance across your flimsy publication, the quality of which will no doubt be temporarily enhanced by the inclusion of this communication.

After suffering pages of nonsensical irrelevancies, I was delighted to come upon a Railway Quiz prepared by one Ronald Fryer, a gentleman of obvious English Heritage. [*L.L. must have an exceptionally clever crystal ball as Ronald Fryer's name does not appear in the Quiz. Ed.*]

This quiz demanded knowledge of British railway history, rightly so, Britain being the birthplace of rail, world leader in transport technology and centre of modern civilisation. I trust British Rail History, British Monarchy, British Government, British Geography and British Colonization [*sic*] are core fields of study in your higher learning institutions. Given the malformed utterances and penmanship of your country's convict progeny, instruction in the English language would also not be amiss.

I do wish to commend the astute division of the quiz into 'British' and 'Overseas'. As Einstein's concept of relativity has now debunked Copernicus's misconceptions, we British continue in the belief that England is the centre of the universe and that the stars and solar system do indeed revolve around us. While 'Overseas' may confuse the unwashed of our former colony, it is uplifting to find an enlightened soul in such an intellectual desert.

Lord Lambton
29 December 2011

Z Scale Model of an N Scale Layout

Ian Wood provided this link to a video clip that has to be seen to be believed.

<http://www.youtube.com/watch?v=DIYHjyG3iLk&feature=youtu.be>

Membership Matters

Since the last issue of *The Branchline* we welcome the following who have joined or rejoined our Association.

Allan MacKenzie	Dandalup	G
Christopher Maloney	Beechboro	N
Charlene Harvey	Myaree	N
Neil Harvey	Myaree	N

Please make yourself known to the Duty Officer at your first few meetings. I encourage you to ask questions as there are many aspects to our Branch. Time at our Clubrooms is never wasted.

John Maker
Membership Registrar

Extreme Miniature Railroading

Alex Bloch has drawn attention to the official video about Miniatur Wunderland, Hamburg, the largest model railway in the world, and one of the most successful tourist attractions in Germany.

On the 1300 m² large layout, more than a thousand trains, aircraft, cars and ships move about. A wonder of the world in miniature.

Go to http://www.youtube.com/watch?v=ACkmg3Y64_s&feature=youtu.be to view the video – well worth more than one look.

Christmas Quiz 2011 – Answers

No. Answer

Terminology

1. 2–8–0
2. Firebox
3. Coupling
4. Chimney
5. Wheel arrangement configuration
6. British – [He was born in England]
7. Compounding
8. 2–12–0
9. Eight
10. 25kVac.
11. Bogies
12. Shunters
13. La Grange, Chicago
14. A1A – A1A
15. Water
16. Train Engineering Service Company

Overseas Railways

17. Main Station
18. White & Red
19. Small Diesel Shunter
20. Train à Grand Vitesse
21. TALGO
22. The CPR mainline through the Rockies between Banff & Field through Kicking Horse Pass.
23. Between the middle and upper levels on the internal railway system of the Guinness brewery in Dublin.
24. 4–8–4
25. The bridge was designed to be dismantled every autumn and re-erected in spring, as it stood in the path of regular avalanches.
26. The 800mm gauge Mt. Pilatus Railway in Switzerland.
27. 5 June 1883
28. 29 November 1969
29. 297 miles [475.2Km]
30. Luigi Ranco
31. Imperial Ottoman Hedjaz Railway. [3ft.5½in.]
32. 103

No. Answer

Anagrams

33. Marylebone
34. Kings Cross
35. Paddington
36. London Bridge
37. Euston
38. St. Pancras
39. Cannon Street
40. Waterloo
41. Victoria
42. Liverpool Street

Miscellany

43. The rolling stock ran with the wheel flanges *outside* the rails.
44. The Great Train Robbery
45. The Tay Bridge disaster of 1879
46. Queen Victoria's funeral train from Paddington to Windsor.
47. 57 or 98 dependent on where you look. Original figure was 57 but local historians now say it should read 98.
48. 1971
49. The Titfield Thunderbolt
50. Stockport, Cheshire

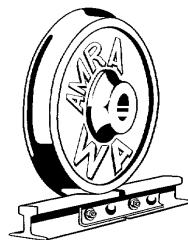
The above answers are the only answers that I will accept. [Judge's decision is final !!!]

The two winners are Nils Kroyer and Peter Sapte. Congratulations to them both, their prizes will be sent to them in due course. Many thanks to Peter Dallimore of Stanbridges Hobby Shop and Peter Ibbs of Maylands Model Railways, for their kind donations of the prize vouchers. Their continued support is much appreciated by our Management Committee.

To all those who entered the competition a big thank you, I hope it provided you with some fun and maybe you just may have learnt something.

The Hon. Rev.

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amra-wa-branch.asn.au

Issue 211

June 2012

Vol 35 No. 3

Frans' Fatidic

Letter from the Dunwoodie Family

To The President and Club Members.

I would like to say a very big thank you to Wern's Club mates who came to the funeral. It was a very emotional day for myself and our girls and we may have missed speaking to each one of you on that day. Believe me when I say we appreciated it very much.

Wern loved going to the Club, I'm sure it was his little haven from a house of women.

I found myself very overwhelmed with the thought of what and how to handle the room of the house where Wern spent so much time and a lot of pleasure playing trains [as we called it]. Then along came Bob and the guys with their expertise, packed it up and although there were a few tears we all are so happy the Club will do the best thing and we may one day see something of his, maybe on a Club day or the Show, perhaps.

Thank you guys, Wern would be very happy I had you to do what you have done for us.

Wern will be missed very much by all of us.

With much thanks

Irene Dunwoodie

Diane, Janine, Larissa, Caris and Greta.

Exhibition Manager's Mutterings

As there will not be a Presidents report as he was so busy being an Exhibition Manager it will be called Exhibition Manager's Mutterings.

Before I continue with this report I would like to state that I feel that I cannot continue in the

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

Graham Bell – 9295 4461
email – agrohbell@bigpond.com

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Committee

Trevor Burke – 9398 4330
email – trevorburke@bigpond.com

Niels Kroyer – 9315 9635
email – njtskroyer@westnet.com.au

John Maker – 0417 941 553
email – jonmaker@westnet.com.au

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@three.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

positions of both President and Exhibition Manager and intend to relinquish one of these positions.

As most people realise we had a record-breaking Exhibition and I would like to thank all those involved. I was told by the RAS that apart from the Royal Show we are the next largest Exhibitors. I believe this was mostly due to advertising by KEA Media Group who did a magnificent job spreading the news over most media outlets along with Lego who did some of their own advertising.

Rumour has it that some members were not happy about having non-conforming model railway exhibits at the Exhibition. It was proven again this year that if we do not have these so-called non-conforming railway exhibits we wouldn't have an Exhibition patronised by around 21284+ people over three days.

I would like to thank the few volunteers that gave up their time to help us achieve this remarkable target and they are Tony and Kerry Poole, Sue Shafto, Graham and Ros Bell, James Pearce, Terry Emerson, David Edgell, Dave Hunter, Trevor Burke, Roger Solly, Mary and Paul Clarke, Ron Fryer, Bruce Temperley, Des Edwards, Eric Thomas, Craig Hartmann, Niels Kroyer, Craig Napier, Tom Stokes, Arthur Giles, Dennis Ling, Peter Ibbs and Rosemary Pearce and if I have forgotten any one I am sorry but you have my personal thanks for your assistance.

A special mention for Peter Higgins who, apart from setting up their layout, did a fair amount of electrical tagging and donated all the money to K9 rescue.

Our special thanks must go to John Maker and his volunteer judges who did a super job of judging the many layouts, Ted Thoday for putting the Exhibition Guide together, Alan Higgs for organising the barricading and Owen Davis and his gang for putting up the barricading in record time.

The results of all the Trophy winners are in a separate section of this issue of *The Branchline*; who would have guessed that Lego would win the AMC trophy!

The Management Committee thank Maylands Model Railways, Ace Models, DCC Concept, Perth Hobby Centre, City Models and Stanbridge's for their generous prize given to a new, never seen before layout by an individual which was won by *Enchanted Wood* and *Territon Road*, this, hopefully, will be an ongoing cash prize and I believe next year will also include a layout by

clubs but more information on that before next year's Exhibition.

As for the Exhibition itself we made an error in putting a brilliant layout near the entry/exit which didn't improve the flow of people coming into the Exhibition especially on Sunday and Monday. This and any other problems that occurred will be taken care of by next year.

There will be changes regarding volunteers as clubs will be asked to supply two volunteers to help out one day for two hours over the three days.

As our Branch has about 300 members I cannot understand why we always have to rely on the same people to step up and help out.

On Friday 29 June between 1730 and 2000 we will have a sausage sizzle and drinks followed by the Post Mortem, this will also give people the opportunity to pick up their trophies at the same time. Please send a response of the number of people who will be attending so we don't over or under cater.

Please put in your expenses before the 28 June otherwise you will have to wait sometime in the next financial year to receive them. Remember to claim only to and from set up and break down plus hire of any vehicles [truck or trailer].

Frans Ponjee
Branch President and Exhibition Manager

Special Sale **This is for MEMBERS only.**

On Saturday 25 August there will be a sale of items which our Branch has received from deceased estates. There will be both N and HO/OO gauge items available.

The sale will take place between 1400 and 1600, viewing will be from 1330 onwards, payment will be cash or cheque only.

From the Editorial Desk

***The Branchline* – August issue deadline.** Routine editorial material, articles, reports, programme items, etc., to me no later than 1500 Saturday 28 July.

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on Saturday 11 August

Please note the intended dates for *The Branchline* publication for the remainder of 2012:

	Editorial deadline	Assembly, etc.
October	Saturday 22 September	Saturday 6 October – will include AGM Minutes
December	Saturday 17 November	Saturday 1 December

Ted Thoday

Clubman of the Year

Nominations are invited for the award of the *Ted Thoday Encouragement Award for Clubman of the Year*.

The presentation of this Award is normally made during our Annual General Meeting each year.

Literary Lines

A change on the footplate. After spending about seven years working with the literary side of railway modelling our Librarian has decided that it was time to get back to hands on modelling. [You may have seen him getting in the way on some of our N gauge layouts].

Thanks for the seven years Chris, enjoy your modelling.

New Library acquisitions. We continue to receive donations of books, magazines, DVDs, etc.. Many thanks to the following for their donations and to those who wish to remain anonymous –

John Payne, Mrs Irene Dunwoodie, Paul Tranter, Peter Sapte, Mrs B Radzanas, Chris Paterson, Rex Vellender [Dec. Estate] and Fred Gladwin.

A couple of interesting books to arrive on our book shelves –

- KCB008 *Official Drawings of LMS Wagons* by R. J. Essery
- KFN002 *British Railway Stations in Colour for the Modeller and Historian* by N. Jardine

On Saturday afternoons our Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**. But come in and browse at any time.

Des
Branch Librarian

Valediction

While assembling the April issue of *The Branchline* some members questioned the meaning of the word *valediction*.

As this is an educational and informative publication, here is the answer, courtesy of a dictionary and Wikipedia.

A **valediction** [derivation from Latin *vale dicere*, ‘to say farewell’], or **complimentary close** in American English, is an expression used to say farewell, especially a word or phrase used to end a letter or message, or the act of saying parting words – whether brief or extensive.

211 for 4 102 not out

In issue 200 Alan Porter used the cricket score analogy to acknowledge the 200th issue of *The Branchline*. In his article Alan noted that there had been four Editors, Graham Watson, Kevin Derek, Alan Porter and yours truly – as this is issue 211 the score is now 211 for 4.

Alan also noted that issue 200 was the 91st under my Editorship – this is the 102nd, so 102 not out!!

As the effects of increasing antiquity will more and more become evident, in the foreseeable future the time will come when I will have to retire and pass the Editorial blue pencil and cap over to Editor No. 5.

Who will be the next Editor?? That is the question for our Branch membership – who will step up to the crease, take guard and our Newsletter into the future??

Ted

From our UK Reporter

BMRC [Bingham Model Railway Club] Exhibition 2012.

With a total membership of only 28 we produced a two day show featuring thirteen operating layouts and eight trade stands.

Three layouts were owned by Club members and two of the visiting layouts have been featured in modelling magazines. A three page double sided A4 sheet, folded to A5, Guide is provided and paid for by advertisers.

The Club sells donated magazines, books and rolling stock and also sells other items on commission. An overall profit of £1300 was made from a 50% increase in visitors and sales of goods over last year.

A far cry from the AMRA WA Branch exhibitions but the money raised will enable us to complete at least one of the three layouts under construction in our all too small clubrooms, [smaller than the new extension at Moojebing St.]. This layout is due to be ready to exhibit later this year.

Barry Keens.

[Bingham MRC is about where our Branch was in 1977. When one considers that Barry was a long serving and very active member of our Branch, serving on our Management Committee, serving a period as Branch President, being instrumental in persuading the City of Bayswater to allow our Branch the use of the land at 24 Moojebing Street and acting as Project Manager for the construction of our present Clubrooms, one has to speculate where Bingham MRC could be in thirty odd years time. I am sure that all Branch members will wish this young Club every success. Ed.]

Book Release

Stuart Mackay is the author of a recently released 96 page book titled *Modelling the 3'6" Railways of Western Australia 1894–1987*.

The book contains details, including photographs, sketches and drawings of a number of prototypes and how to model them.

For more information about the book or to purchase a copy [\$20.00 plus p&p] contact Stuart on 08 9310 3858 or by email at mackays@iinet.net.au

[Disclaimer – I gave layout, editorial, etc., assistance during the production of this book. Ed.]

How I Started in Model Railways or how Ron Fryer was smitten by the GWR Bug

“If only I could get my shed built!”. That was the statement doing the rounds of the Fryer household when I originally wrote this article. Now it’s “If only I had more time.” But more of that later.

I first started in model railways around 1946 with a simple 2 ft diameter circle, a little tinplate engine, tender and coach. The engine had a fixed key and even though it just went around and around, trains were definitely in with me. However, my grandfather on my mother’s side was a fireman way back in the L&Y days and I have a faded sepia photo of him on the footplate of his engine, an Aspinall 4-4-0 tender locomotive No. 996 L&YR, I only knew him for a few short years before he died but in those few years I adored him as only a little boy can. Maybe that was where my life long love of trains began but I digress, back to model railways.

I graduated to Hornby O gauge clockwork. A tank engine and three wagon goods set. As months passed I bought more lines, points, wagons and another tank engine. Dad got me a second-hand set consisting of a 4-4-0 loco and tender and two bogie coaches – no idea what make. It had one minor fault – the leading bogie on the loco had only three wheels! – tended to run off the rails on bends. The track took up to one hour to get out and set up and a similar length of time to dismantle. To get any decent run the whole house had to stop. Out of one room into the other. I kept this for several years. Also, used to use it in the street. The boy next door had a tank engine and coaches. The street was a cul-de-sac, ideal for long straight runs, limited only by the power of the clockwork motors in relation to load pulling and what track we had available. Very proud of my tanks despite the fact that they had a nasty tendency to leave the rails on the bends when travelling at full speed.

Come 1951, I was promised that if I gave all this clockwork stuff to the Frodsham National Children’s Home at our next Church Toy service, Father Christmas might bring me a new train set. He did! Boy, do I believe in him! He brought me a Tri-ang OO **electric** train set, comprising an 0-6-0T Jinty engine and two stubby maroon coaches complete with an oval of Series 1 track and a controller, one could control the speed and it went in reverse too!. I still have that set, somewhat the worse for wear now but it still holds a special place in my model railway past. All exciting stuff in those early heady days of youth. The fact that it went around and around a little oval mattered not a jot. Every birthday and Christmas presents tended to relate to model trains – and why not!

I became a grocery delivery boy after school at the tender age of 12 and worked long hours – 4.00 pm to 6.30 pm [quite often to 8.00 pm] Monday to Friday and 9.00 am to 12.30 pm on Saturdays, all for the princely sum of 10/- plus tips ([about £1 per week]. Ten shillings to Mum, tips I kept. From this vast cash inflow I saved for holidays – usually New Brighton for two weeks travelling from Manchester Central to Liverpool Central on the 9.36 am non-corridor train. Used to do the 38 miles in 36 minutes non-stop. I was always proud of the 2-6-4 tanks that pulled that train – they always gave of their best and were never late [well, not as I can remember] and in fact were occasionally early. remember there always seemed to be numerous trains which arrived late for some dubious, obscure reason or other but **never my train!** Perhaps that’s why I have an affinity with tanks.

As a schoolboy the 11Plus exam saw me move to a school opposite the Newton Heath Loco Sheds, or to be more precise, opposite the turntable. The wall surrounding the railway property was timber planks about 10-12 ft high. One plank was loose and small train-mad schoolboys could easily slip through the gap and hitch a ride on the footplate back to the sheds. Engines such as *Kohlapur, India, Cameron Highlander* and others I can’t remember, black, green and maroon. I can’t recall ever being refused a ride. This was rather surprising as the shed master was a right b****! If he saw us in the sheds he’d let out a roar which was louder than all the other noises in a big railway

shed and start out after us. We would then leg it as fast as possible back down the line the half mile or so to the gap in the fence and back to school. He often reported the fact to the school head who would spend the next few days peering out of the windows in an effort to catch us but he made it so blatantly obvious that he very rarely caught anyone. Funny, BR never ever repaired that fence in the four years I was at that school – it is probably still the same now – the sheds and turntable having long gone or lost their appeal.

So, all this helped maintain my interest in model railways. Also, the money I got from delivering groceries went to pay for a full size bike [cost £21] which was paid off at 2/6 week on a £10 deposit and when I had a good week of tips I was able to invest in another wagon or Airfix Kit [2/-] or go towards more track. Mum and Dad bought me a Tri-ang 4-6-2 *Princess Elizabeth* for Christmas. I almost worshipped it each time I took it from its box. I kid you not, we were poor. So poor we even had patches on our Kleenex tissues. Power came from a battery box containing 2 x 6 volt batteries to a basic controller. Eventually Mum and Dad bought me a transformer [weighed a ton].

Over the next few years I began to notice that there were other things in life – horses, girls and work. Horses and more girls – night school, more girls, more horses, etc. etc. I went to the MMRS [Manchester Model Railway Society] Show every year at the Corn Exchange and then UMIST. As I worked in the city I used to visit Bassett-Lowkes [almost every day] to stare goggle-eyed at the magnificent creations they had on display and sometimes had in motion on their 15 ft of straight track. Other days I'd go and stare at the Exley coaches on sale in a sports shop in Deansgate, the name of the shop eludes me, but I feel it began with an 'H'. Just remembered the name was Tyldesley and Holbrooks.

In 1959 I joined the Aux. Forces part-time and I'd also become an enthusiastic Youth Hosteller. I had invested in a complete riding outfit – you know, jodhpurs, boots, cap, riding mac. and bow legs.

However, in between all this my love of trains never deserted me. I still bought the odd item here or there, and odd they certainly were. Looking at them now I wonder what the hell I bought them for – must have been a reason at the time.

It was at this time [1959/60] that I 'saw the light' and fell in love with God's own Wonderful Railway. The first time that I ever caught sight of a Brunswick Green engine, its brass shining, its paintwork gleaming, pulling its remarkably clean looking chocolate and cream coaches was at Borth station just north of Aberystwyth on the Welsh Coast Mainline. Up until then most of the engines and coaches around Manchester were a dirty black and maroon respectively. There and then on Borth station I became a committed disciple of GWR. That was over fifty years ago and nothing has changed.

Time passed and in 1970 I joined an Inter-Continental Scouting Expedition and drove overland from the UK to Australia and a new life. I met my then future wife on the *Centaur* sailing from Singapore to Fremantle, where we married in 1972. After a few years working in the North-West we returned to Perth. One day, in Stanbridge's old shop, I met Graham Watson who invited me to come along to the AMRA Clubrooms at Meltham, I did so and thirty years on I'm still here.

Well, what of the future? I've got two projects that I am working on slowly. One is a feasibility study of the light railway on Rottneast opened in 1938 to service the Kingstown Barracks and the guns on Oliver Hill and Bickley Point. Whether in fact I can model it, I don't know. We'll see.

The other and main project is the one that started on Borth railway station in 1960, my own permanent GWR layout. The story about the layout is modeller's license at its extreme but here goes:

Back in 1948 when nationalisation took place, British Railways in their wisdom decided to keep one branch line in each region exactly as it was in private owner operation. Whilst main lines would be standardised into BR with steam and the up and coming diesels and electrics, the branch line would be maintained in its former grouping and everything associated with it including colours. This, of course, gives the facility to run steam excursions on the main line. It also gives me license to convert the goods yard sidings into a Railway Preservation Society and use the BR [M] locos and other stock I also have as part of the exhibits. Based loosely on our Branch's *Haltwhistle* layout which, despite all its faults, I have a great liking for.

Well, that's it. Despite all the other things that have formed part of my life up until now, model railways have shone through and I'm sure will continue to do so.

'If only I could get my shed built, dear.' [that's she who must be obeyed]. 'Just think of all the extra room we'd have in the bedroom, wardrobes and side shed. Just think, I wouldn't need to go to the pub every night.' 'But you don't do to the pub every night.' 'That's not the point, hypothetically speaking, if I did, there wouldn't be any need to, if I built my shed, you could even help me make and/or paint scenery and trees.'

At this point I decide to shut up as I don't think I've convinced my dear wife. A strategic withdrawal is made into my books whilst Plan B is worked on.

One day, however, it will **rise** . . .

Well it did, several years ago. Which brings me back to that other point, if only I had more time

Around the SIGs

British Railways Modellers Special Interest Group – As is usual for the month of March we have a Bring, Run and Tell night where we each bring one or two trains and describe/discuss them with the rest of the gathering. But first –

New Acquisitions –

Tom Stokes – brought along his six new Bachmann OO yellow Presflo 22-ton Blue Circle cement wagons. They were later seen, with others, in the train that he ran.

Ron Richards – showed an unusual wagon that he bought from Trainman. It was made up from a white metal kit by some unknown personage and had two brass tanks. As it wasn't painted we had no knowledge of just what it carried but hopefully with a little research we will find out. He next showed us a rather expensive book that he had bought called *The North & West Route* – Vol.3B Abergavenny [Brecon Road] to Maindee Junction. Full of black and white photographs which were in general commented on for their clarity. A beautiful book but rather expensive.

Doing Things –

Steve Rayner – showed us an HO model by Playcraft of a North British Type 2 Class 21 Diesel electric locomotive D6100, that he has resuscitated and given a new coat of paint – BR green. He is now seeking new decals for it.

Bring, Run and Tell –

Tom Stokes – was first off the rank with a train consisting of –

- a Bachmann Class 45 in BR green
- a Bachmann Fruit Van, followed by
- 27 x Bachmann Presflo cement wagons –
- 6 x Tunnel Cement in bauxite,
- 3 x Blue Circle in bauxite but heavily weathered,
- 8 x Blue Circle in bauxite,
- 4 x Blue Circle in grey,
- 6 x Blue Circle in yellow,
- 2 x Airfix Presflo cement wagons Blue Circle in yellow made up from kits,
- 2 x Airfix Prestwins cement wagons, in bauxite, again from kits,
- 1 x Wrenn Prestwin wagon FISIONS in bauxite,
- a Hornby container L wagon, and finally
- a Hornby BR TOAD Brake van.

Ron Fryer – Ron's theme for the evening was the first steam locomotive built to pull regular paying passengers and the last steam locomotive built by British Railways which also pulled paying passengers [especially in the summer months!].

So he started with the Hornby model of Stephenson's *Rocket*, built for the Liverpool and Manchester Railway trials at Rainhill in 1829, pulling its three coaches, *Despatch*, *Times* and *Experience*, which it won with considerable ease. This assembly was stopped on the down line near to Cumthwaite Junction whilst the second train came along on the up line and stopped alongside it. This was a Hornby 9F 2–10–0 *Evening Star*, the very last steam engine to be built by British Railways and it entered service in March 1960. Its consist was made up of a Mk. 1 Full Brake, two Mk. 1 Composites, a Mk1 Restaurant Car, a Mk1 Composite and a Mk1 Brake third. Primarily, it was a heavy, fast freight locomotive but it also shone as a well-loved, fast passenger locomotive when called upon. It is this guise that Ron shows it tonight.

It is interesting to see that the total length of *Rocket* and its coaches was the rough equivalent of *Evening Star* and a half of a Mk. 1 coach! Of course, the other claim to fame of the *Rocket* was that it was the locomotive that was the cause of the first passenger death when it hit W. Huskinsson, [Liverpool MP] on the opening day of the Liverpool and Manchester Railway. So there we have it, The First and the Last.

Ron also brought along for comparison the Airfix kit model that he made up many years ago. It is a far better model than the Hornby version in detail and in appearance. However, one must acknowledge that the Hornby model has a motor in it which tends to present a major problem!

John Maker – showed us an unusual train consist of a Hornby Class 09 Diesel 0–6–0 pulling an Insul Van, a Seacow Ballast Hopper wagon, a Limpet Ballast Hopper wagon and a Hornby A4 4–6–2 *Silver Link* in its original silver paint scheme being towed dead back to the Works. Definitely unusual but possible.

Gordon Bramwell – showed us a train from the 1960s, a Bachmann Class 40 in Blue pulling six Hornby coaches, all were in the Blue/Grey paint scheme –

- a Mk. 1 Brake Third, a Mk1 Composite
- three Mk. 2s All Thirds,
- Mk. 2 Brake Third.

Steve Rayner – Steve's two trains were another flash to the past in that they were all Hornby-Dublo –

Train 1 was a breakdown train and consisted of –

- a Class R1 0-6-0T [ex SR] locomotive No.31337 pulling
- a BR [SR] green suburban coach Brake/Third,
- SD6 Packing Van
- 75-ton steam Breakdown crane complete with spacer wagons and jib wagon,
- BR [SD6] Goods Brake Van.

Train 2 was a passenger train consisting of –

- Bo-Bo Electric AL1 locomotive No. E3002,
- BR 6-wheel Stove R Brake van [ex-LMS]
- seven BR Mk. 1 coaches [HD Super detail type]
- Full Brake [BG],
- BSK Corridor brake/Second,
- CK Corridor First/Second,
- FO First open,
- RU Restaurant Car,
- Composite Sleeper Car, and a
- BSK Corridor Brake/Second.

It was interesting to note that all stock running was OO, not a single piece of N scale to be seen!

Thanks guys, there was a good mix of trains and I think a very pleasant evening was had by all.

Great Western Railway Modellers Special Interest Group. The March meeting was a Bring, Run and Tell session but before we did just that we had –

New Acquisitions –

Ron Fryer – showed a selection of assorted Hornby spare parts that he had obtained at very reasonable prices from East Kent Models in the UK. Amongst them were spare traction tyres for the various 4–2–2 locomotives. These are the large tyres for the single drive axle, a pack of ten for £2.00 as opposed to \$6.00 per pair here in WA [if available].

Doing Things –

John Brenchley – showed us the final assembled model of a LMS[MR] Van in nickel silver prior to his painting of it. Of course, it was N scale! Superb job.

Doug Firth – showed us a model of a D8 GWR 48ft Clerestory coach made by chopping up two shortie brake/thirds and re-arranging the bits. His next offering was a conversion of a Dapol 0–4–2 chassis and a Hornby 14xx body. By chopping the body about, adding other bits and then joining the chassis and the body together, giving them a repaint he came up with a very passable Class 517.

He's good! He has also repainted a black BR Dean's Goods and made it a GWR Dean's Goods.

Barrie Peacock – has several Tri-ang shortie Clerestory coaches and he is deep in thought as to just what he can turn them into. Exciting isn't it? Well it is for those of us who are that way inclined.

A short break followed then we ran some trains –

Barrie Peacock – using Doug Firth's repainted Dean's Goods locomotive. Barrie's train consisted of an all third [2NC N/S], all third, all third [toilet in middle], all third, all third [Guard's section in middle], and Brake/Third.

Ron Fryer – his first train was pulled by a Collett 0-6-0 tender locomotive and a S4 very early model of a Fish Wagon [used later by the Permanent Way Department], Siphon G, Siphon H, Macaw B, Toad Brake Van.

His second train was all Hornby, a Class 61xx 2-6-2T locomotive pulling a B-Set.



Doug Firth was next with a Hornby 4-4-0 locomotive *County of Bedford* pulling a GW Mink Van, a V5 Parcels Van, 5-compartment Brake/Third, two 7-compartment All Third, a 10-compartment All Third, two 7-compartment All Thirds, a D8 Third/Baggage/Brake and Horse Box Van.

His second train was a Bachmann Class 45xx 2-6-2T pulling a short passenger train of 4-wheeled coaches etc., all fitted with Spratt & Winkle couplings, [Milk tanker, W1 passenger luggage Van, All third, All First, Brake Third.

His third train consisted of a Lima *King George V* pulling four Hornby coaches [Brake/Third, Restaurant Car [fully fitted], Composite, Brake/Third.

We then moved to the *Frans River* N scale layout for our next showing.

Steve Rayner – showed a Dapol N set of a Class 45xx 2-6-2T locomotive pulling a B-Set. His second train was a Graham Farish Hall Class *Sketty Hall* pulling a fast freight of four Bachmann GF Cattle wagons, a Peco Container wagon [conflat], two Bachmann GF conflat with small Insul containers, a Fruit D Van made up from a kit, two Peco *Worthington* Box Vans, Lima *Palethorpes* Siphon G, a 6-wheel *Palethorpes* Van, a Mica A and a Mica B Vans [kits from N Gauge Soc.], Dapol outside framed Siphon G, Siphon F, and a Bachmann GF Toad Brake Van.

We then returned to the Meeting Room where the final train was set up by –

John Brenchley – he showed us a train comprising rolling stock that he had made up from kits available from the 2mm Scale Association. The locomotive was a Graham Farish Class 8750 Pannier Tank pulling five vacuum fitted wagons/vans [GWR Cattle Wagon W8, SR Cattle Wagon D1529, GWR Mink C and a SR Open wagon D1398], ten non-fitted wagons/vans [GER Cattle wagon, GWR Macaw B J4, GWR Macaw B J21, two GWR Iron Minks, GWR Open C wagon, GWR Mink A dia.V16, GWR Loriot K, Midland 3-plank open wagon D305, Midland 5-plank open wagon D299, LNWR Van D88] and finally a Graham Farish Toad Brake Van.

His second train, and our last, was a Graham Farish Class 57xx 0-6-0T Pannier Tank pulling a Dapol B-Set. The interesting thing about John's demonstration is that he presented it on his own

very portable circular test track layout. Approximately 1.0m in diameter, it separates into four sections – very portable indeed!

Thanks John and thanks to everyone who provided the entertainment for the meeting.

S Scale Special Interest Group's April meeting was held on Easter Monday this year. Perhaps, as a result, only twenty two members were in attendance. Stuart Mackay chaired the meeting in the absence of Graham Watson who was flying around New Zealand on a railway and aircraft excursion with Bill and David Gray. Stuart welcomed every one and Garry Pilmoor kept notes for the meeting.

Murray Hartzer called for assistance from members to help set up, run and dismantle his Parkerville layout at this year's Exhibition during the June long weekend. Volunteers were also called for to help out for a few hours on general duties in support of our Branch during the Exhibition. Members were also reminded to renew their registrations in the ASNM Modeller magazine and those who have never subscribed were urged to do so.

Murray Rowe informed members that the decal sheets, which those who had expressed interest in, were ordered and were being printed for next month's meeting. Stuart Mackay informed members that there were several MRWA Bm Class wagon kits available to those members who wanted them. Stuart also announced that Volume 1 of his forthcoming [96 page] book describing the way he has been modelling the WAGR for the past 20 odd years should be ready by early June as it should go to the printers in the next few weeks.

The Topic for the evening was scheduled as Modelling Tips and a number of members provided information helpful to members.

Neil Blinco and **Murray Rowe** gave an excellent demonstration on the way they shape styrene sheet for the roofs of many of the passenger coaches on the WAGR and the MRWA. The simple but effective technique is to wrap 0.5mm plastic card around a metal pipe such as a 50mm [2 inch] pipe with insulation tape and then to pour boiling water over the whole item. Following a few minutes the tape is removed and the piece of styrene remains curved and rigid. It can then be cut to the exact size to suit the coach being modelled. This is proving superior to the use of aluminium venetian blinds which are difficult to curve, especially at lengths of 59' to 64' which equates to up to 30cms in S scale. The rollers we have available are long enough for bogie wagons and guards vans but not for coaches.

The demonstration was excellent and the coaches that Murray and Neil showed us were proof that the roofs were prototypical, strong and stable for our needs. Spacers to support the roof can be used but should not be glued to the roof.

Neil Blinco reported that he has been getting a lot of use out of his handrail bending jig which he purchased from Railwest Models. Neil also said the use of a cutting disc for grooving the floors of his AZ coaches had been very successful. Neil also reported that the AY coach was converted to an AYL coach for use on country trains without much modification. The doors remained in place and only the steps were removed. So those who purchase an AY coach can use them as suburban coaches or as a lounge car on a country train.

Murray Rowe reported that he had found Chrystal Clear was excellent for glazing windows and that he believed it was superior to the product provided by Micromark. Discussion on air brushes also occurred and Murray said he has been using the \$22.45 model from Bunnings with very good results. He also informed us that the new Masters stores [Woolworths answer to Bunnings] are

selling air brushes for \$5 but he could not vouch for the quality. At that price they are probably disposable!

Doug Firth recommended and endorsed the recent S scale modelling workshop and said that he assembled a MRWA Bm wagon on the day. He also recommended washing urethane models to remove the oiliness in the urethane prior to painting. Doug said he also has been having success using styrene for roofs of wagons though he has been an advocate of laminated card or paper. Doug said when he researched a wagon prior to building one from a kit or from scratch he recorded all the information on a card for that wagon. Great to refer to later and as a record of wagons built.

John Hatch reported that he is now using brass for wagon floors and a jig for soldering staples into place. A general suggestion from the floor was to drill a small hole in the floor of sealed vans to allow for a flow of air and fumes from inside.

Trevor Burke showed three wagons he had recently assemble from kits. They included a GE, RCA and a QRB, all of which he has painted yellow and not the traditional red/brown of earlier days. Trevor's models looked terrific and he is obviously enjoying modelling in S scale.

Stuart Mackay showed the little OA 2-8-0 tender locomotive he is currently building. Stuart has used a Tyco chassis, a North Yard gearbox, a Mashima motor and a NY flywheel. The boiler is a length of 20mm plastic conduit and the tender is made from 1mm styrene card on hand-made bogies. He used 6.5mm Evergreen tube cut in quarters, length-ways, to capture the curved sides at the top of the coal bunker.

The May meeting saw 35 members turn out for the S Scale SIG meeting. Graham Watson opened the formal part of the meeting and welcomed visitors and old friends. Lots of things have been happening since the last meeting. Graham reported on his very recent trip to New Zealand, **Bill Gray** appealed for new *ASN*M subscribers and **Niels Kroyer** suggested a group email informing members of information on how to sign up.

Neil Blinco reported that AY coaches were still available and **Murray Rowe** said he had six of his recently ordered decal sheets for anyone who had not ordered them. **Rob Clark** was asked for some MRWA A class loco decals by those who had assembled A Class loco kits and Stuart Mackay reported that a few Bm, JA and XA wagon kits were available for those who might be interested in any of them.

Doug Firth showed three line-side structures he has been assembling which include a gangers' shed, an out-of-shed and a transportable platform shelter. **Roger Jenkins** showed three JA tank wagons he had recently assembled from X-class Models, two painted and one unpainted. The unpainted model showed Rogers skilful use of brass wire and strip to add detail to a fairly bare kit.

Ray Cooper showed two Railwest Models G Class locos which he has recently had assembled with the help of Lynton Englund. Ray also reported that some problems with the gradients on the Zig-Zag section of his Yarloop layout had been rectified. To those who have not seen Ray's layout, a visit is highly recommended, Ray will make you feel welcome provided you arrange a visit beforehand.

Trevor Burke has been busy and showed a VA and an FD van he has assembled since the last meeting. Graham reported on the trip he took on the Taieri Gorge railway out of Dunedin on the South Island of NZ. Graham also met Rodger and Christina Cullen, the new owners of Norrh Yard Models now based in Blenheim. Graham reported that Iron Horse Hobbies are selling all Evergreen products at half price and they are available by mail order from their shop in downtown Christchurch.

The topic for the evening was Projects currently on our Modelling Bench – finished or unfinished.

Murray Rowe showed eight coaches he has been assembling including an AZ in the 1960s WAGR *Midlander* livery of red and cream, and a Y class loco he has enjoyed assembling from a Railwest kit.

Doug Firth showed a Z guard's van with a removable floor and a GA Models ZB with a fitted but removable roof he has made from laminated paper card.

Phil Knife, fresh from working away on assignment in Onslow showed the brass chassis of what is to become a model of R 174 which is now in the hands of RHWA at the Bassendean Museum.

Kelvin Davis showed his ACL painted in Indian red, an almost completed Y class loco and an AYE coach. Kelvin also showed the AD coach he is scratch-building for his *Upper Darling Range* layout.

Stuart Mackay showed the pattern for his revamped one-piece VF van kit he hopes to make available in the next month. He also showed the Group a proof copy of his soon to be printed book titled *Modelling the 3'6" Railways of Western Australia*.

Graham Watson showed a model of a QCF which he has modified to prevent bowing using two lengths of Evergreen 8x2 strip on edge or similar. Graham believes this to be an effective and simple way of overcoming a common problem with this particular flat wagon kit.

The next S Scale SIG workshop is scheduled for Sunday 15 July between 1000 to 1500 at our Branch's Clubrooms, this is the Sunday following the July S Scale SIG meeting.

Once again, the April and May meetings turned out to be successful and informative for those of us in AMRA's WA Branch who are interested in modelling the railways of WA in Sn3½ scale. The S Scale Special Interest Group is a very active group of AMRA modellers which meets on the second Monday of every month at 2000 in AMRA's WA Branch Clubrooms in Moojebing St, Bayswater – visitors are always welcome. Contacts are Graham Watson on 9250 1084 or Stuart Mackay on 9310 3858 for information about the S Scale Group.

British Railways Modellers Special Interest Group. The subject for the April meeting was BR Locomotive Head Codes [Steam, Diesel and Electric].

1 – Steam Locomotive Head Codes –

The standard head lamp classification of steam locomotives as laid down by the Railway Clearing House had been largely adopted by the GWR, the LMSR and the LNER, although there were minor variations between these railways in their classification of some types of trains and the GWR had started to develop a system during the 1930s of also displaying the train reporting number by means of three metal characters held in a frame on the smoke box door. The SR, on the other hand, had developed a six-position route description headlamp code rather than adopt the standard train classification code system of the GWR, LMSR and LNER.

These were basically the systems adopted by the nationalised British Railways in 1948 when there was only one mainline diesel locomotive [LMS No. 10000] in service and it was using the LMSR's steam locomotive headlamp positioning to describe the type of train it was hauling. The Western Region, the London Midland Region, the Eastern Region, the North Eastern Region and the Scottish Region used the four-position headlamp train classification code system [which used a maximum of two lamps being displayed at the one time, other than the Royal Train with all four positions occupied by lamps].

The Southern Region continued with the SR's six-position train routing description headlamp code system which used a maximum of three headlamps displayed at any one time. Also the Southern Region continued the SR practice of substituting white discs for the paraffin [kerosene] headlamps on any train commencing and completing its journey between sunrise and sunset. A similar practice of using white painted discs during the day and lamps at night or in poor light conditions such as fog was routine on the Great Eastern section of the Eastern Region. The Western Region continued with the GWR's system of also having the three-character train reporting number displayed in a frame on the smoke box door. The Facilitation Notes now list some examples taken from the Western Region 1955 Summer Timetable showing the train reporting numbers.

There then follows listing of the train classification codes each one having three references. These differences may be due to changes which really did occur with time or they may be due to different interpretations by different authors. The listing also shows that the system changed from an alphabetical system to that of a numerical system somewhere between 1961 and 1968. The listing is too long to include in this report, a full copy of these Facilitation Notes is available on request.

As already mentioned the Southern Region carried on with the route description system of head lamp coding. In all there are thirty different arrangements of up to three lamps on the six lamp-irons provided. These thirty codes covered 196 different routes and all but one code had several different meanings – but fortunately they were well separated geographically in Southern Region territory. An example of the range is now shown in the notes, that of SR code No. 8 which is the

(Continued on page 18)

Monday Night Topics

Further to my request for Monday night topics I have listed some that will be discussed over the next twelve months or so. Please attend these meetings as the Presenter will have put a lot of effort in to making each of these topics both informative and beneficial. Without your attendance no one benefits.

Topics to be discussed/covered on the first Monday of each month – please refer to the programme for item and date of presentation. These are not in any particular order

- Track laying [both hand laid and Flexitrack]
- Point making
- Coach/rolling stock modification
- Danish State Railways
- Scenery – How to do and methods you can use
- Weathering – different techniques eg. Airbrushing, etc
- Sandstone Train event
- Locomotive hauling – testing, measuring, etc.

These are some of the topics that will be discussed and others will be added as Presenters become available.

If you have topic you would like added to this list please let a Committee member know and they will pass it on.

Craig Hartmann

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members are invited to make a gold coin donation at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

June

Friday	22	[5]	N Scale Special Interest Group meeting – General Activities S Scale Special Interest Group – bring and run a train on <i>Swan View</i> layout
Saturday	23	[6]	The Branchline assembly General Activities
Tuesday	26	[7]	Daylighters Group – daytime meeting
Wednesday	27	[8]	British Railways Special Interest Group meeting – BR 16 ton mineral wagons
Friday	29	[1]	N Scale Special Interest Group meeting – General Activities
Saturday	30	[2]	General Activities

July

Monday	2	Layout Planning – This topic will discuss planning a layout around space, theme and wants.
--------	---	---

Tuesday	3	[3]	Daylighters Group – daytime meeting
Wednesday	4	[4]	LNER Special Interest Group meeting
Friday	6	[5]	N Scale Special Interest Group meeting – General Activities
Saturday	7	[6]	General Activities
Monday	9	[7]	S Scale Special Interest Group – Motor vehicles for your layout. A round up of suitable models for an S scale layout for a particular period. Modifying road vehicles to suit a WA S scale layout.
Tuesday	10	[8]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Wednesday	11		DCC Special Interest Group meeting – venue Naval base
Friday	13	[1]	N Scale Special Interest Group meeting – General Activities
Saturday	14	[2]	General Activities
Tuesday	17	[3]	Daylighters Group – daytime meeting
Wednesday	18	[4]	Great Western Railway Modellers Special Interest Group meeting – GWR 2–4–0 Locomotives
Friday	20	[5]	N Scale Special Interest Group meeting – General Activities
Saturday	21	[6]	General Activities
Tuesday	24	[7]	Daylighters Group – daytime meeting
Wednesday	25	[8]	British Railways Special Interest Group meeting – BR Train compositions, express freight, express and stopping passenger train, mixed and block trains
Friday	27	[1]	N Scale Special Interest Group meeting – General Activities S Scale Special Interest Group – bring and run a train on <i>Swan</i> <i>View</i> layout
Saturday	28	[2]	General Activities
Tuesday	31	[3]	Daylighters Group – daytime meeting

August

Wednesday	1	[4]	LMS Special Interest Group meeting –
Friday	3	[5]	N Scale Special Interest Group meeting – General Activities
Saturday	4	[6]	General Activities
Monday	6		Silastic Moulding – This topic will discuss the art of making masters and moulds and how to cast your own items.

Tuesday	7	[7]	Daylighters Group – daytime meeting
Wednesday	8	[8]	DCC Special Interest Group meeting – venue AMRA WA Clubrooms
Friday	10	[1]	N Scale Special Interest Group meeting – General Activities
Saturday	11	[2]	The Branchline assembly General Activities
Monday	13	[3]	S Scale Special Interest Group – Air brushing your models. A talk and demonstration by one of the best, John Miller
Tuesday	14	[4]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Friday	17	[5]	N Scale Special Interest Group meeting – General Activities
Saturday	18	[6]	General Activities
Monday	20		Annual General Meeting – see enclosed supplement
Tuesday	21	[7]	Daylighters Group – daytime meeting
Wednesday	22	[8]	Great Western Railway Modellers Special Interest Group meeting – GWR refrigerated vans
Friday	24	[1]	N Scale Special Interest Group meeting – General Activities S Scale Special Interest Group – bring and run a train on <i>Swan View</i> layout
Saturday	25	[2]	Members Only Special Sale – see article on page 3 General Activities
Tuesday	28	[3]	Daylighters Group – daytime meeting
Wednesday	29	[4]	British Railways Special Interest Group meeting - BR Standard 9F locomotives
Friday	31	[5]	N Scale Special Interest Group meeting – General Activities

(Continued from page 15)

same as the BR code for Class F trains. It covered eight differing routes, all of which are listed in the notes. In addition, there was a head lamp coding system of nineteen different displays involving three lamps, [one of which might be blue] and rectangular boards [with or without diagonal black lines] for cross-London freight traffic. The Southern Region and the cross-London freight traffic head lamp codes were displayed by white [or blue] discs during the day and by white painted lamps at night or in poor light conditions.

The remainder of the BR system required the head code to be displayed by the positioning of a white painted lamp on the appropriate lamp-iron[s], unlit by day and [paraffin] lit at night or in poor light conditions.

2 – Diesel and 25kv ac Electric Locomotive Head Codes –

As already mentioned LMS No. 10000 was the only main line diesel locomotive inherited by BR in 1948 and it carried paraffin-lit steam locomotive head lamps according to its duty. This continued when it passed into BR ownership and its twin No. 10001, delivered in 1948, also operated with paraffin-lit steam locomotive head lamps.

The three SR diesel locomotives [Nos. 10201, 10202 and 10203] used a folding disc system, later adopted for the BR standard diesel locomotives. These folding discs had six positions in order to cover the SR's route-description headlamp code system. When Nos. 10000 and 10001 were transferred from the LMR to the SR in 1953, they sprouted two extra lamp-irons required in order to be able to display the SR's route-description headlamp codes.

When the first BR Pilot Scheme diesel locomotives were delivered in 1957, they were fitted with four white discs, usually hinged across their horizontal diameter so that when the upper half was folded up a circular white disc was displayed and just below the hinge in the bottom half of the disc an electric lamp was exposed. When the upper half was dropped down its reverse side, painted the same colour as the diesel locomotive body, was shown and thus the disc did not show and the electric lamp was obscured. The disc positions were the same as used on steam locomotives – three low down across the front and one centrally located high up – and thus the diesel locomotive displayed the same head code as a steam locomotive performing the same duty.

By the early 1960s, all new diesel locomotives emerging from the manufacturing works were fitted with a four-character display on their front in place of the folding white disc system. In some cases, this happened after body design had been done and the four-character panels took on a variety of forms. Some locomotives were built without the head code boxes and gained them only after their first overhaul. The characters were white on a black ground on fabric or plastic blinds, back-illuminated for night working. The movable blinds were operated by means of a handle inside the locomotive. The system adopted was a mixture of the former train classification and the train reporting number systems.

The first character indicated the class of train and this replaced the corresponding lamp/disc code. The classification system was simplified in 1969 with the demise of steam in the preceding year.

The second character was a code letter indicating the train's destination area. Each Region had its own group of destination areas. There were seven code letters for inter-Regional workings [E for ER, M for LMR, N for NER, O for SR, S for SCR, W for WR and X for excursion and special trains].

There were also twelve Universal codes – these were intended for special departmental or other trains on all Regions. These are all listed in the notes.

The third and fourth characters were train reporting numbers and the philosophy of their usage varied from Region to Region.

The use of four-character head codes was officially discontinued after 1 January 1976, giving rise to a temporary display of 0000 for the next year or so, until the boxes had been plated over. Of course, the train reporting numbers continued to be used in signal box displays but not on the trains for the benefit of other railway staff or the travelling public – not that they would have been able to work out the system!

3 – Modelling Locomotive Head Codes –

The Notes contain two short paragraphs on modelling head codes naming suppliers and availability

of items. The Notes also contain references that can and do contain more detailed information on head codes. There are also two diagrammatic tables, one showing the positioning of headlamps in the alphabetical system and one for the numerical system.

A full set of facilitation notes is available on request.

New Acquisitions –

Ron Fryer – showed a book that Tom Stokes had recently received called *Laira Fireman – Footplate Recollections of a GWR Fireman* by P.E. Rundle MBE, M.Inst.TA, and published by Irwell Press. A truly excellent book full of black and white photographs, many never before seen, and an excellent narrative. However, it is appalling in that the spelling and grammatical English is, in a fair number of instances, very poor – proof reading being poor or none existent! In one photo in particular, Blind Freddy could see that it was completely wrong. On phoning Irwell Press I was given the excuse that the author was now in his eighties and did not want anything changed. I personally do not think that he meant obvious mistakes to be left in. That apart, I would recommend it to anyone as an excellent read.

John Maker – showed his latest book, a birthday present, called *The Encyclopaedia of Locomotives* by Colin Garratt published by Hermes House.

Trevor Batchelor – showed us two new books –

- *Britain's Lost Railways* by John Minniss, published by Aurum Press, and
- *The Inside Guide to the Steam Railways of Britain 2012* from the publishers of *Steam Railway* magazine.

Alan Porter – showed his new OO Dapol BR Diesel locomotive No. 10001 in Brunswick Green with a Primrose roof. Dapol seemed to have it just right, a very nice model indeed. He next showed us his new purchase of Bachmann OO cement wagon and compared it to his 40 year old Airfix kit version of the same wagon. Surprisingly the Airfix wagon has in-line brakes, the Bachmann model doesn't. He also showed us two DMU sets of the Derby Lightweights. One set had the speed whiskers and the other set had half yellow panel fronts.

Peter Sapte – told us that he had just acquired three Gresley Suburban coaches by Hornby, unfortunately they are back home in the UK. He is, however, very happy with them, he reckons that they are the best coaches that Hornby have produced.

Doing Things -

Clive Whitehead – is wiring up a layout with help from Ron Richards.

Peter Sapte – showed a GW cattle wagon that he has built whilst here in Australia. He is also beginning the build of the canopy for St. Alban's Abbey Station on his layout – he says that it will take some time to complete. He is also building two Airfix kits of Bedford QL model trucks that he remembers from his RAF days.

Ron Richards – is installing lights on his layout and building various Airfix kits.

Great Western Railway Modellers Special Interest Group. The subject for the April meeting was the GWR 0-4-2T locomotives. These Facilitation Notes are an updated version of those produced for the 16 March 2005 meeting, when the Notes from the previous meeting on 23 June 1999 were expanded, to cover the Wolverhampton and Swindon antecedent 0-4-2Ts, the

Collett 0-4-2Ts and a review of the operation of auto-trains using these [and other small GWR tank] locomotives.

1 – The 517 Class and the 3571 Class 0-4-2Ts –

[a] – George Armstrong’s 517 Class. One hundred and fifty six 157 Class 0-4-2T standard gauge locomotives were built between 1868 and 1885 in the confined Wolverhampton Works of the Northern Division of the GWR for use on suburban and locals services around Birmingham and Wolverhampton. At the same time, William Dean at Swindon was favouring the 2-4-0T [Metro Tank] wheel arrangement for similar services in the Southern Division. The 156 Armstrong 517 Class locomotives were built in thirteen batches falling into three groups –

- 60 built 1868 – 1870 – short wheelbase 13ft. 7in.,
- 90 built 1873 – 1884 – long wheelbase 15ft. 0in. and
- 6 built 1885 – very long wheelbase 15ft. 6in.

There were many changes made over the years but not on all of the locomotives. This is a classic example of the GWR policy of making successive improvements and modifications within one Class, in preference to evolving an entirely new design. The developments continued not only throughout the period in which the locomotives were being built but also in their subsequent rebuilding, making their history one of unusual length and complexity, especially since there were differences between the Swindon treatment and the Wolverhampton treatment of modifications. The older locomotives were constantly being brought up to date.

I must, however, inform our learned tutor that locomotive 1473 was, indeed, named *Fair Rosamund* in 1896 when it was used to haul the Royal Train on the Woodford Branch. However, the real Fair Rosamund was the mistress of Henry II not Henry VIII and she did not live in the bower house at Blenheim in the 12th Century. Blenheim only appeared in beginning of the 18th Century when Queen Anne gave the Woodford Manor and estate to John Churchill, first Duke of Marlborough in gratitude for his victories at Blenheim, on the River Danube, in 1704 and at Ramilles 1706, Oudenarde 1708 and Malplaquet 1709.

The Queen named the new palace, to be built for Churchill on the estate, Blenheim Palace. [Here endeth the revised history lesson now numbered 101 Mk. 2!!]

[b] – William Dean’s 3571 Class. The 3571 Class locomotives were a Swindon development of the 517 Class, having the main frames extended and the trailing wheels carried between the extended frames. Only ten locomotives were built between 1895 and 1897. They received no significant alterations during their lives which were spent entirely in the Chester–Birkenhead area.

2 – Development Of The Auto Train Concept –

The 517 and the 3571 Classes locomotives were capable performers on the trains of the late Victorian era, in many cases consisting of up to six relatively lightweight four- and six-wheel coaches. However, by the turn of the 19th/20th Century these locomotives were starting to become obsolescent on a lot of local passenger work when, as a result of competition from the new electric tramways, there were rapid improvements in coaching stock.

At the same time, the GWR was attempting to achieve improvements by using the self-contained steam railmotor which incorporated a very small reciprocating steam engine as a single unit into one end of a passenger coach. The Steam Rail Motors would be capable of fairly rapid acceleration to about 30-40mph so they were suitable for services having frequent stops. Since they could be

driven from either end, turnaround times could be drastically reduced, thereby improving their utilisation and allowing their use on intensive services.

It was but a short step to using a separate conventional steam locomotive, specially equipped for remote control from a trailer, which was coupled to one or more such trailers – the push-pull train or auto-train, the trailers being known as auto coaches or auto trailers.

The GWR adopted a mechanical system to control the locomotives' regulator from the trailer. The development of the auto train concept from about 1905 was the salvation of eighty-six of the 517 Class 0–4–2Ts, enabling them to have a second life as the power units for these auto trains. Eight were modified in 1905, another forty-four before 1923 and a further thirty-four between 1923 and 1931. Scrapping of the non-auto fitted 517 Class commenced in 1912 and the majority of the Class, auto-fitted or not, were scrapped by the mid 1930s as Collett's 0–4–2Ts appeared on the scene, the last 517 was withdrawn in August 1947.

3 – The 48xx [14xx] Class and The 58xx Class 0–4–2Ts –

By 1930 the modified 517 Class locomotives of the auto-trains had become very battle weary and the diesel rail car had not, at that time, been sufficiently proven to be considered as a replacement for these services and thus replacement steam locomotives were considered.

The 48xx Class and the 58xx Class 0–4–2Ts were based on the 517 Class dating from 1868. Two distinct, but externally identical, series were produced –

- the 48xx Class, which had auto-train gear and auto train control apparatus, and
- the 58xx Class, which had neither [although later most received ATC apparatus]

The seventy-five 48xx Class locomotives were built in three batches between 1932 and 1936. They were numbered 4800–4874.

The twenty 58xx Class locomotives were all built in the one batch in 1933, numbered 5800–5819.

Between October and November 1946, the entire fleet of seventy-five 48xx Class locomotives were renumbered as Nos. 1400–1474. This was done to allow the oil-burning 28xx Class 2–8–0s to be separately numbered from their 28xx and 38xx cousins.

Various modifications took place over the years and the Facilitation Notes show these in detail. Withdrawals began for the 58xx Class in Feb.1957, the last being withdrawn in April 1961. The withdrawals for the 14xx Class began in February 1960 and was complete by November 1964.

Many models have been produced over the years and these are listed in full in the Notes.

3 – The 3521 Class 0–4–2Ts –

These forty outside-framed locomotives of the Victorian era were somewhat larger than and bore little resemblance to the types already covered. They were built to a William Dean design in two batches at Swindon –

- Nos. 3521–3540 built to 4ft.8½in. gauge and with side tanks [1887–1888] and
- Nos. 3541–3560 built to 7ft.0¼in. gauge and with saddle tanks [1888–1889]

Both batches proved unstable when running at speed and they were all converted to 0–4–4Ts in

1892, the broad gauge locomotives being converted to standard gauge at the same time. They were further rebuilt as 4-4-0s [the firebox and cylinders changing ends!] between 1899 and 1901 and in this form they had long and useful lives, all being withdrawn by 1934.

However, as most of us are modelling mid twentieth century era time frame, we can safely ignore these forty locomotives tonight! – How dare he, we are a growing number – beware!

The Notes contain a number of photographs as well as a comprehensive list of models produced.

New Acquisitions –

Ron Richards – told us how he had just bought a whole load of stock from Trainman – much too much to bring in so he says.

Alan Porter – showed us Bachmann OO sets, each of three wagons, the first one was the Cotswolds Co-operative set and the second a set of P. wagons, both from Model Zone in the UK.

Doing Things –

Doug Firth – showed a model of a GWR Beetle – a prized cattle wagon that he made up from a Parkside Dundas kit.

Ron Richards – told us that he has built 16 WAGR wagons [Sn3½]. He is now building three Airfix LMS cattle wagons. [Are they LMS?]

John Brenchley – showed his N Scale built kits of LMS 3-plank and 5-plank wagons from the 2mm Society, now that he has painted and lettered them.

Contact persons for Special Interest Groups are:

British Railways

Digital Command Control

Great Western Railway Modellers

Large Scale

LNER

LMS Modellers

N Scale

North American Railroads

S Scale

Gordon Bramwell 0432 871 197

Tom Stokes 9275 4508

Roger Solly 9444 7812

Graham Bell 9295 4461

Steve Rayner 9379 1147

Alan Porter 9330 1848

Neill Phillips 9403 0924

Peter Scarfe 9359 2281

Stuart Mackay 9310 3858

From the Scribe's Quill

Meeting No 357 – April 2012. The major items of business dealt with at this meeting were –

- Chris Paterson has stepped down as the Branch Librarian after seven years. Des Edwards has agreed to accept the Librarian duties. A letter of thanks has been sent to both members.
- The floor plan for the 2012 Exhibition was presented and agreed, subject to several exhibitors agreeing to terms.
- The Committee agreed to subscribe to *Narrow Gauge Downunder* magazine and also decided to review all magazine subscriptions after the 2012 Exhibition.
- Ron Fryer advised that Bayswater City Council will consider all leases in May. The Council inspection of the AMRA Clubrooms on 16th April went very well.

- The Committee agreed to offer the Wern Dunwoodie estate \$7000 for Wern's N scale layout and equipment, on the proviso that the subsequent use or disposal of the equipment was at AMRA's discretion. The family subsequently accepted that offer.

Meeting No 358 – May 2012. The major items of business dealt with at this meeting were –

- The Committee agreed to a proposal from the Supervisor of the Branch's O scale layouts that Wern Dunwoodie's O scale locomotives under construction be placed in the care of the O Scale Group, with a view to making both models operational.
- Ron Fryer advised that the application for a Lotterywest grant has been submitted, but no news had been received from Bayswater City Council on our building application or the proposed new lease.
- Craig Hartmann stated that he and Frans had visited another deceased estate that had potential to benefit members if AMRA WA can obtain it for a reasonable price. An offer of \$7,000 will be made. It should be noted that Ron Fryer presented six boxes of assorted locomotives and rolling stock that had been donated to AMRA WA, for disposal as the Branch sees fit.

The next few Committee meetings will be held on Thursdays 21st June, 19th July and 23rd August, after the Annual General Meeting. Branch members are welcome to attend. Meetings usually start at 1930 and complete about 2200.

Membership Matters

As the dust is settling from the 2012 Model Railway Exhibition I think one and all can see that the hobby is as broad as ever and appears to be supported very well depending upon your standing. To the new members I hope you have had a chance to see the variety that the Perth area offers and that you have chosen to join AMRA as either a start or widening of your interests in model railway.

I feel a special thanks needs to be given to Frans and his helpers who put on the Model Railway Exhibition 2012 as it was very well received by all.

Since the last issue of *The Branchline* we welcome Max Ring of Yokine, who models in G scale and Paul Washer of Bassendean, an HO scale modeller, both have recently joined our Association.

Please make yourselves known to the Duty Officer at your first few meetings. I encourage you to ask questions as there are many aspects to our Branch.

John Maker
Registrar

The Box

[a light hearted look at the making of a carrying box]

That devil Nonny Mouse is to blame. I goes to the Club with a couple of cardboard boxes of rolling stock [all in their own individual boxes], spend thirty minutes de-boxing everything, then run it all around *Haltwhistle*, stepping over empty boxes and other members doing the same, and then another thirty minutes putting the damn stuff away. Enter Nonny Mouse in *The Branchline* carping on about members with masses of cardboard boxes, etc. etc. Trouble is, he was 100% dead right! "Appen I'll do summat about it tha' knows!" So I did, I got a bigger cardboard box! No I didn't, not

really.

At home one evening I thought just what do I want in a stock box? I did not like the Oxford Box at all, so that was discarded without a further thought. The York Box was given serious consideration. I turned up the article on making the boxes in *The Branchline* October 1997.

However, I was still not satisfied with the York version, nor with the Club's adaptation of it. So just what did I want. I simply wanted a box similar to the York version but one in which I could see the elevations of the stock, not the underside.

With that in mind I set about doodling some thoughts into plans [boy, did I make some errors!]. Having noted the measurements in the York article, I thought, "Why would I want to make the trays 72mm deep? After all rolling stock is only about 40–45mm wide." So me, in my wisdom, opts for a tray 60mm deep x 235mm wide x 600mm long. Size decided I looked in the shed at my stock of timber and sheeting, and lo and behold ample 3mm and 9mm MDF sheet plus 3-ply for the bases, etc. It was only when I came to put the Cheney clips on that I realised why the trays were 72mm deep – **oops!** The clips need about 70mm depth to fit in line. Undaunted, I quickly panicked, then worked out that the tray that I had made would suffice as the bottom tray, the others would be 75mm deep. At 235mm wide the trays would have four divisions and would be wide enough to lie stock on its side, that is until I found thin self-adhesive foam rubber sheeting.

The bottoms and sides of all partitions were lined with this [free] material and for coaches and wagons it worked superbly. For the locomotive tray it's a little tight, so I will probably remove the lower side foam, ie. the side that the loco wheels fit against, thus problem solved. [Note – I would still advise that you check your locos, etc, for height before cutting your material]

The next problem I encountered was the lid. I made the lid at the same time that I made the bottom tray and again I was oblivious as to why one needed a lid 26mm thick. The answer, of course, was the same reason – you cannot fit the top half of a Cheney clip onto a piece of plywood 3mm thick. **Clang!** A deep breath, a slight [read major] modification to the lid and all is well. Handle fitted, clips fitted and surprise, surprise, the trays fit together perfectly either way round.

Now comes the piece-de-resistance, the painting. I had decided that as I modelled GWR, I would paint the trays accordingly. So, the lid and tray 1 – locomotives – would be Brunswick Green, tray 2 – coaches – would be painted bottom half chocolate and the top cream and tray 3 – wagons – would be grey. The trays were appropriately primed and painted. The cover of Russell's book *GWR Locomotives* provided an excellent coloured laser copy from which emblems and names were cut out. Similarly, Russell's book on *GWR coaches* provided the necessary information. The bottom tray for wagons proved to be a little more difficult. Alan Porter came up with the answer with his book on *GWR wagons*. Thanks Alan. After the emblems, etc. had been applied, two coats of varnish were applied over the lid and trays and the job was finished.

I'm very pleased with the result and now there's no cardboard boxes, absolutely fabulous.

There's just one problem that might now arise and that is that Nonny Mouse might just see me bring other rolling stock not of a GWR nature to our Clubrooms and then there will be another damn report in *The Branchline*. Curses! Oh, what the heck, I'll live dangerously. Finally, as I model GWR I refuse point blank to call my box a York box. Therefore, using modellers licence and the fact that I've modified my box, I've now called it the Swindon Box and that's my story and I'm sticking to it.

PS – Now, if I put a cardboard cut-out of a GWR Castle and coaches over my model of the bullet train I could perhaps smuggle it into the clubrooms without that damned unnamed rodent seeing

it. It's worth a try.

PPS – Has anyone seen Nonny Mouse recently – it would seem that he is on some sort of a Sabbatical!.

A reply from Nonny. *I overheard the Hon. Rev. pontificating about vermin infesting the carpets, etc. in our Clubrooms. Hon. Rev. was saying he would get the pest controllers to come and spray toxic chemicals around the place to get rid of the rodents and other vermin. I asked Bob, who knows a thing or two about these things, if my family were at risk from these chemicals. Bob said we were and should move away and so we did and are in a safe place. We will not come back until Bob says it is safe once more and Hon. Rev. has stopped his discrimination against rodents and vermin.*

Our Exhibition

If you couldn't or didn't go to our Exhibition, the photographs on the next few pages will, hopefully, give you some idea of the excellent layouts, etc. that you missed seeing.



A German group currently holds the world record for the longest LEGO bridge at around 14 metres.

During our Exhibition the Perth Adult LEGO Society attempted to construct a 16 metre bridge, they were foiled when a package of vital components failed to arrive in time.

This photograph gives some indication of what the bridge would have looked like had it been completed.

Next year, perhaps?



Jessica Waddams [age 13] with Thomas and Friends No. 2



Part of Northern Districts Model Engineering Society's Static Models display



Mulga layout by the Arid Australia Group



Jubilee Branch Line layout by the Northern Suburbs MRG



Part of Frank Godde's Picken Shovel Mining Co. layout on the National Model Railroad Association's Exhibit



Fremantle and Districts MRA's Nonsuch HO/OO layout



New Iron Horse Yards layout by Sierra Pacific Modellers [Inc.]

Judging Coordinator's Comments

This year would have to have been the biggest undertaking of the judging team at an Exhibition. The task was undertaken by a variety of volunteers from various Clubs and Organisations involved with the Exhibition.

My thanks go to the members of the Perth Modelling scene who took the task as requested with vigour. A better job could not have been done by anyone.

The judges took to their task and gave us the results which turned out to reflect the closeness of some of the exhibits.

Those of you who would like to help the 2013 Exhibition by being a judge, please contact either myself or the AMRA WA Branch with your interest.

John Maker
Judging Coordinator

The Richard Smart Cup Memorial Cup

For Scenic Excellence – Summary of Voting

Maximum points available = 600

Place	Points	Exhibit No.	Exhibit Name	Owner
1	520	11	Boomanoonmana Timber R'way	Modellers of Aust. Prototype
2	487	41	Whither ?	John Muller
3	481	29	Territon Road	John White
4	480	9	The Valentine Run	AMRA WA Branch
5	478	62	Neceby	Dennis Ling
6	477	61	The Price Company Railway	Kathy and Laurie Price
7	473	19	Parkerville	Murray Hartzer
8	467	32	Alton	Southern Railway Mod. Group
9	466	24	Nonsuch	Fremantle & Dist. MRA
10	443	13	Central Australia	Albany MRA

Bill Gardner Cup

For the Best Model of a Railway – Summary of Voting

Maximum points available = 600

Place	Points	Exhibit No.	Exhibit Name	Owner
1	413.77	19	Parkerville	Murray Hartzer
2	409.30	8	Hump Shunt	Rob Partington
3	409.23	41	Whither ?	John Muller
4	405.00	9	The Valentine Run	AMRA WA Branch
5	398.57	53	Mulga	Arid Australia Group
6	393.33	11	Boomanoonmana Timber Railway	Modellers of Aust. Prototype
7	388.53	24	Nonsuch	Fremantle & Dist. MRA
8	382.57	32	Alton	Southern Railway Mod. Group
9	380.93	62	Neceby	Dennis Ling
10	380.53	45	New Iron Horse Yards	Sierra Pacific Modellers

Class 24 Cup

For the Best Model of a Railway, Not Exceeding 24² ft

Summary of Voting

Maximum points available = 600

Place	Points	Exhibit No.	Exhibit Name	Owner
1	380.93	62	Neceby	Dennis Ling
2	80.03	29	Territon Road	John White

The President's Cup

For the Best Model of a Railway Diorama

Summary of Voting

Maximum points available = 600

Not presented as there were no Dioramas at the Exhibition

The Jack Stanbridge Trophy

For the Best Operating Model Railway

as seen by Fellow Layout Owners

Summary of Voting

Maximum points attainable = 75

Place	Points	Exhibit No.	Exhibit Name	Owner
1	23	11	Boomanoomana Timber R'way	Modellers of Aust. Prototype
2	14	9	The Valentine Run	AMRA WA Branch
3	10	32	Alton	Southern Railway Mod. Group
4	9	24	Nonsuch	Fremantle & Dist. MRA
=5	8	61	The Price Company Railway	Kathy and Laurie Price
=5	8	19	Parkerville	Murray Hartzer
7	7	29	Territon Road	John White
=8	4	30	Goleta Depot	Peter Cole
=8	4	45	New Iron Horse Yards	Sierra Pacific Modellers
=10	3	62	Neceby	Dennis Ling
=10	3	65	Battersby	Rand Cooley

The AMRA WA Branch Trophy

for the Best Presented Exhibit

Summary of Voting

Maximum points available = 600

Place	Points	Exhibit No.	Exhibit Name	Owner
1	503	41	Whither ?	John Muller
2	501	44	The Enchanted Forest	The Davis Family
3	494	19	Parkerville	Murray Hartzer
4	489	11	Boomanoomana Timber Railway	Modellers of Aust. Prototype

5	478	29	Territon Road	John White
=6	474	8	Hump Shunt	Rob Partington
=6	474	61	The Price Company Railway	Kathy and Laurie Price
8	468	24	Nonsuch	Fremantle & Dist. MRA
9	464	32	Alton	Southern Railway Mod. Group
10	463	45	New Iron Horse Yards	Sierra Pacific Modellers

Show Manager's Cup Encouragement Awards

Exhibit 18 – Doug Whiting's Thomas the Tank Collection
Exhibit 64 – Goathfield

First Time Presented Privately Owned Model Railway 2012

Place	Points	Exhibit No.	Exhibit Name	Exhibit Owner
1	10	7	The Enchanted Wood	Janine Partington
2	9	29	Territon Road	Joohn White
3	8	65	Battersby	Rand Cooley
4	6	8	Hump Shunt	Rob Partington
5	3	12	Allgau	Chris Winton

Maylands Model Railways Encouragement Award

Exhibit 61 – The Price Company Railway

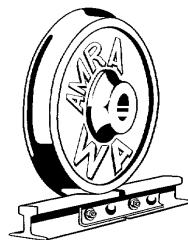
The AMC Trophy

For the Exhibit Considered Best by public vote
First six places

Place	Points	Exhibit No.	Exhibit Name	Exhibit Owner
1	1048	56	Lego Through The Ages	Perth Adult Lego Society
2	489	44	The Enchanted Forest	The Davis Family
3	367	11	Boomanoomana Timber	Modellers of Aust. Prototype
4	360	24	Nonsuch	Fremantle & Dist. MRA
5	315	7	The Enchanted Wood	Janine Partington

The full results list is available from the Exhibition Manager.

The Branchline



The newsletter of the Australian Model Railway Association Inc.
Western Australian Branch Inc.

www.amra-wa-branch.asn.au

Issue 213 October 2012 Vol 35 No. 5

Frans' Fatidic

Another new term at the helm of this great branch and I would like to welcome Dave Hunter and Robert Bell as new members of our Management Committee and also to thank all previous Committee persons who were willing to be re-elected. A list of Committee responsibilities is provided in this issue of *The Branchline*.

I look forward to an exciting year ahead with a new building having been approved by the City of Bayswater. However we are still waiting for the Lotteries Commission's response to our grant application. This brings to mind that the present storeroom is partly full of books that may not be much use to our Branch and I would like to have some input from members on what to do with them. I would also like to have some input regarding the space becoming vacant and the layout of the new storeroom. Any suggestions please contact Members of your Committee or me.

We will be going to Railfest, which will be on the Sunday 14 October, to see if we can sell some more items from the deceased estates. We have been asked to take a U-drive so I need some volunteers to run it please.

BRMA Convention is being held at our Clubrooms on Friday 19 and Sunday 21 October. We are still negotiating whether some of the layouts will be required to be in operation. Branch members may be required to help set up on the 19 and 21 and help with the barbeque on the Sunday.

Thanks to those members who volunteered to go to Albany, hope you had a great time and that it wasn't too cold.

Sunday 11 November is ModelRail, volunteers will be required, please see Trevor Burke if you can help.

We have been asked by Harvey Norman at Belmont to display our *Dymock* layout for all of November and December in their window at Belmont Shopping Centre. This will be a great advertisement for our Branch. Luckily we do not have to run it for those two months as I have been guaranteed by Bob Phelps that it will run by itself with the help of some trained store staff. Anyone living within reasonable distance of Belmont Forum Shopping Centre please let me have your phone

**Australian Model Railway
Association Western Australian
Branch [Inc.]**

PO Box 60
MAYLANDS 6931

Clubrooms

24 Moojebing Street
BAYSWATER 6053
Phone 9377 3456

President

Frans Ponjee – 9490 3636
e-mail – rosieandfrans@netspace.net.au

Vice President

Graham Bell – 9295 4461
email – agrohbell@bigpond.com

Secretary

Neill Phillips – 9243 4664
email – c-nphillips@bigpond.com

Treasurer

Craig Hartmann – 9377 4849
email – lhar2223@bigpond.net.au

Committee

Trevor Burke – 9398 4330
email – trevorburke@bigpond.com

Rob Bell - 0426 113 640
No email

Dave Hunter – 0410 949 461
email – monarodoorslammer@gmail.com

Garry Pilmoor – 9296 7070
email – garrypilmoor@bigpond.com

Tom Stokes – 9275 4508
email – david.stokes3@optusnet.com.au

Editor

Ted Thoday – 9310 6316
email – mandtt@virginbroadband.com.au

The views and opinions expressed by contributors in this publication are not necessarily those of the Association or the Western Australian Branch

ISSN 0313-9336

numbers just in case someone is required to attend to the layout.

Frans Ponjee
Branch President

ModelRail

As reported in the last edition of *The Branchline*, ModelRail will be held on Sunday 11 November this year. While I will be coordinating the organisation of ModelRail, unfortunately I will not be able to be there on the day as I will be in New Zealand attending a family wedding that weekend.

Fortunately, however, other Committee members have kindly agreed to step in and help on the day and I am confident that it will be a great event for members and visitors alike.

Events like ModelRail do not run themselves and I again ask for members' assistance in helping with some of the tasks required on the day. Assistance is particularly required to help staff the refreshment stand and at the front door to welcome and hand out programmes to visitors. Blank rosters with half hour timeslots will be placed on the noticeboard in the clubrooms a few weeks prior to the event to allow you the opportunity to volunteer your services for these activities at a time that suits.

Please do not leave it to the usual small number of members who volunteer each year; if we all do a bit everyone will have the opportunity to enjoy the day. As an incentive, members who have volunteered to work on the day will be welcome to enjoy a free hot dog.

Thank you to the Layout Coordinators and their teams who have already been busy readying the layouts for ModelRail. This year members and visitors will be able to see our new N scale layout *Dymock* and note the considerable progress that has been made with *The Valentine Run* and *WesterN-Ridge* layouts. If you would like to help operate the Branch layouts at ModelRail please approach one of the Layout Coordinators who I am sure will welcome your assistance.

A number of members have also been busy working on their card structure models for the modelling competition and I am sure we will enjoy seeing the results of their creative and skilled work at ModelRail.

Please invite your family and friends to ModelRail 2012. The doors will be open to Members from 0900 to set up

with visitors being welcome from 1000 to 1600. Entry by gold coin donation.

Thank you to everyone who helps out with ModelRail in any way and I hope you have an enjoyable day.

Trevor Burke, ModelRail Coordinator

The Ted Thoday Encouragement Award for Clubman of the Year

Trevor Burke

Trevor was born in the Western Australian town of Derby. His father was the Postmaster of a small country town which meant contact with the railways. The Burke boys had, as most boys of their age, a small Hornby train set.

When his father was diagnosed with Parkinson's Disease, Trevor and his brother were asked to build a small model railway, as Dad thought that he might be able to use it as occupational therapy. Trevor's father passed away about four years ago and Trevor inherited the layout.

When Trevor retired from the City of Perth he was presented with a model locomotive as a retirement present.

Trevor joined our Association in January 2007 and quickly made his mark, getting involved in Branch activities almost immediately. He became, and still is, a member of our Branch's Management Committee.

Trevor has organised and coordinated ModelRail for the past two years and is the Coordinator for this year's event.

He is a true Aussie, modelling purely Australian railways, including the WAGR in S Scale. Despite this Trevor has been deeply involved in bringing *The Valentine Run* HO scale American layout up to Exhibition standard.

The future of our Association and its Western Australian Branch is in good hands with people of the calibre of Trevor among its members.



Model Railway Exhibition 2013

The time has come for railway modellers and kindred groups to consider displaying their hobby at the Royal Showgrounds over the long weekend of 1st, 2nd and 3rd June 2013. The Expression of Interest forms for Model Railway Exhibition 2013 can be found in this issue of *The Branchline*.

As far as possible, in the interests of minimising costs, communications this year will be sent electronically but those without e-mail facility will still be included by normal mail. Any postal or e-mail address changed since the previous Exhibition need to be updated to Graham Bell at agrohbell@bigpond.com as soon as possible. If you have several e-mail addresses, please indicate

your preferred mailing address.

If you no longer want to receive e-mail/mail from AMRA concerning the 2013 Model Railway Exhibition please advise or e-mail me and so your details can be removed from the list.

Finally, and importantly, I ask that you consider how you may be able to assist with the running of the Exhibition. Preparations, setting up, running and taking down the entire production becomes much less onerous if we have more hands assisting. Members who may not visit the Clubrooms too often will be made **most** welcome if they are able to offer their time at some stage over the first six days of next June.

Graham Bell
Exhibition Manager

Management Committee 2012–2013

President

Frans Ponjee

Vice President

Graham Bell

Secretary

Neill Philips

Treasurer

Craig Hartmann

Committee Members

Robert Bell

Trevor Burke

David Hunter

Garry Pilmoor

Tom Stokes

Responsibilities

Librarian

Des Edwards

Librarian Assistant

Layout Supervisors

Frans River Line [N Scale]

Steve Rayner

Dymock [N Scale]

Neill Phillips and Co.

Durham Town [N Scale U–drive]

David Edgell

Dunwoodie [HO Scale]

Bob Phelps and Co.

WesternN–Ridge [N Scale]

Neill Phillips, Steve Rayner and Terry Emmerson

DSF & V Railroad or Oh God [HO]

Craig Hartmann and Alan Burrough

Ossie Gully [OO U–drive]

David Edgell

Haltwhistle [OO]

Tom Stokes

Swan View [S Scale]

Graham Watson

Ansbach [HO]

David Edgell

Ebford Regis/Port Eb [O]

Dennis Ling

Large Scale

Graham Bell

TT Scale

Frans Ponjee

Goldfields Woodlines [HO]

Rob Kay

Other Responsibilities

Assets Registrar

David Hunter

Assistant Exhibition Manager

Ros Bell

Bereavement Assistance

Management Committee

Branch Registrar
 Editor *The Branchline*
 Events Coordinator
 Exhibition Manager
 House Officer [General]
 House Officer [Maintenance]
 Paddington Market
 ModelRail Coordinator
 Moojebing Market
 Programme Coordinator
 Stores Supervisor
 Workshop and Tool Supervisor

Trevor Burke
 Ted Thoday
 Trevor Burke
 Graham Bell
 Graham Bell
 Management Committee
 Garry Pilmoor
 Trevor Burke
 Garry Pilmoor and Duty Officer
 David Hunter
 Management Committee
 Tom Stokes

From the Editorial Desk

***The Branchline* – December issue deadline.** Routine editorial material, articles, reports, programme items, etc., to me no later than 1500 Saturday 17 November

However, if your material is ready earlier please let me have it early; it helps spread the work load, particularly if your article is handwritten or typed hard copy requiring retyping.

Collation, etc., will be on Saturday 1 December and will include pre-exhibition material

Please note the intended dates for *The Branchline* publication for the early part of 2013:

	Editorial deadline	Assembly, etc.
February	Saturday 26 January	Saturday 9 February
April	Saturday 23 March	Saturday 6 April – includes pre-exhibition material
June	Saturday 25 May – for routine material Sat 8 June – for exhibition reports exhibition reports and AGM	Saturday 22 June – will include material

Please note Editor's new email address – mandtt@virginbroadband.com.au

Ted Thoday

Additional Playtime

Consideration is being given to having our Clubrooms open on another day during the week apart from Tuesday Daylighters Meeting, possibly a Thursday afternoon. If sufficient interest is shown then this is a possibility.

If you are interested please advise a Committee Member or email me lhar2223@bigpond.net.au

Craig Hartmann

Literary Lines

The re-numbering of the modelling books is slowly progressing with the identification and removal of duplicated titles now completed. This process has also been beneficial in freeing up space in an otherwise cramped section of our Library.

New library acquisitions – Many thanks to Niels Kroyer for donations of books.

Library - on Saturday afternoons the Library will be **open** for receiving and issuing books, magazines and videos **from 1400 to 1630 only**.

Des
Branch Librarian

Have Layout, Will Travel!!



Recently Mike Thomas arrived at our Clubrooms with his layout over his shoulder – the ultimate in portable layouts perhaps!!

The layout is to HO scale and is hinged across its centre line, the hinges being hidden by the over bridge, so that the two halves of the baseboard fold together face to face.



The various building are removable and have their own cardboard carrying box.

Around the Layouts

Haltwhistle. Branch members will have noticed that the Signal and Telegraph dept have been very busy putting in coloured light signals on the line leading out of Cumwaite yard and ending at Haltwhistle Station. These signals are manually operated which gives the operator a chance to be a Signaller as well as a train driver.

The Health and Safety Department have told us that passengers at Cumwaite Station are forbidden to cross the line at the barrow crossing, so a contract was drawn up with the Bridge Dept to build a footbridge linking the up and down platforms – by the time you read this we hope to have it in place.

Tom Stokes
Layout Supervisor

The Valentine Run. Although Valentine performed well at the Exhibition, there are still several tasks that need attention. These include the detailing of the loco servicing area, the installation of signalling [or something that looks like an automated system], memory walk-around DC controls for the branch line and the addition of an extra line at Kingman [the large yard area]. However, attracting consideration is the possibility of increasing the layout's length by four feet [122 cm].

The original maximum dimension specifications, as determined by the then Committee, were 28' by 8'. The Jim Kelly's chosen design was [as is now] 24' by 8'. Thus, should the Valentine group elect to formalise this proposal and it gained the current Committee's blessing, the layout would be no larger than the original criteria.

Such an increase would extend trackage at four stations - Needles [town at layout front], Kingman

[the yards at the layout rear], Topock [within the centre well] and at Valentine. Extra length at Needles would extend train viewing time and the addition to the yards would enable two trains to be stored on each track [or another three coaches to a certain New York Central passenger consist].

Of even greater value of such an extension would be the opportunity of point to point running from Topock to Valentine. Leaving Valentine, one's train would travel the descending curve, follow the outer line to Kingman, circle the layout again to arrive at Needles, then progress via the helix and the crossover to enter Topock. With an increase in yardage at Valentine and at Topock, this additional running option would greatly enhance the flexibility of layout usage.

Your scribe twice emailed the retailer seeking help for the misbehaving DC walk-around handpiece – to no avail. On the third email, to your scribe's name was added NMRA Division 4 Superintendent [his alter ego]. The response was immediate, the retailer kindly forwarding a replacement free of charge.

Our sparky has added a socket which, when connected, enables one DC controller [the left hand one] to control all tracks on the layout. In this mode, the other power packs are disengaged. Hastened to depart by impending club lockup, the layout was left in this mode. Perhaps mention of this to anyone prior to departure could have been made, but given layout users tend to be the more gifted modellers [ie. U.S. followers], this was probably unnecessary.

Craig Hartmann
Alan Burrough
Layout Coordinators

Railfest

Railfest is on Sunday 14 October 2012 between 1000 and 1700 at the Railway Museum, 136 Railway Parade, Bassendean. Adults \$9, Concessions \$7, Children \$4 [under 4 yrs free]

- Modern trains on display – see them close up – trains which you won't see in Perth city thanks to Transwa and CBH.
- LEGO display – with Lego trains running
- Meet the authors – the authors of many WA railway books have agreed to be present – chat to the writer or have your book signed
- Swap meet stalls – books and model trains for sale
- Model Railway Club – with behind-the-scenes visits
- Guided tours – in and behind the museum
- Kids' activities, "spot the spider" hunt!
- Sausage sizzle, railway pies, afternoon tea in the buffet car
- Pre-read books, magazines, timetables, etc
- Video and visiting displays
- Historical displays, trains

Around the SIGs

British Railways Modellers Special Interest Group's July meeting topic was BR Train Compositions and Operations. [Express and stopping passenger trains and express freight, mixed freight and block freight trains].

The Compiler of these Facilitation Notes has taken the liberty of expanding the title to include the words 'and operations' to that which was decided back in 2011, when the subjects for these meetings were decided, as it has been quite difficult to separate operation of trains from their formation [composition].

A Passenger Trains

1 Express Passenger Trains –

Detailed marshalling instructions were issued to shunting staff for each passenger train and a few examples are –

- a No train was to be made up to more than 500tons and not more than fifteen bogie vehicles.
- b Vehicles with a brake compartment were marshalled, as far as possible, with the brake end trailing in the case of the last vehicle or with the brake end leading in the case of the vehicle next to the locomotive. However, it was acceptable under extreme duress for the brake vehicle to be located second last in the train with the brake compartment leading. The fenced off corridor past the guard's compartment still allowed access for passengers to reach the seating sections of that carriage and of the end coach. The rule governing this was that the brake compartment should be no further than eight axles from the rear of the train.
- c First Class coaches were marshalled towards one end of the train, the London end if working away from the Capital.
- d Dining Cars were marshalled between the First Class and the Third Class coaches. On long express trains, such as the *Royal Scot* [which was really two trains run together – one for Glasgow and one for Edinburgh], there would be two Dining Cars. The most common catering vehicles were the Kitchen Dining Cars which came in First Class, Third Class and Composite forms. The Notes include the various combinations of Dining Cars used according to how many passengers needed to be fed and watered.
- e Short through portions to side destinations en route were marshalled at whatever end of the train was the most convenient for detaching at the junction station. For instance, if the locomotive had to be changed at the same place as the through portion coaches, then the coaches would be marshalled at the front of the train, whereas, if the junction where the through portion of coaches was to be detached was not a locomotive changeover point, then these coaches would be marshalled at the back of the train. The composition of through portions varied but there was always a brake coach in each portion.
- f Sleeping Cars were regarded as through coaches and were usually attached to a convenient overnight service for the bulk of the distance involved. However, there were exceptions. Composite Sleeping Cars were used when there was just a sole coach working through to a small side centre or where there was the need for only one Sleeping Car in the main train.
- g Travelling Post Office [TPO] vehicles were usually marshalled at the front of the train in order to avoid the risk of injury to any passenger leaning out of carriage window coming into contact with some of the Post Office's line side set-down or pick-up gear.

2 Medium Distance and Excursion Workings –

Medium Distance services usually made use of short fixed sets of gangwayed stock, either

- Corridor Brake Third/Corridor Composite/Corridor Brake Third, or
- Corridor Third/Corridor Composite/Corridor Third/Corridor Brake Third

Sometimes two Corridor Composites or an odd Open Coach would find their way into these sets. Such three–or four–coach sets could also be used in pairs to provide an additional main line express train, often with a Kitchen Car inserted.

Excursion trains generally used gangwayed Open Coaches throughout, although sometimes the odd gangwayed Composite or Brake Composite might be included. Many excursion trains, however, used non–corridor stock, often without lavatory or refreshment facilities. It was usual to find older stock [pre–Nationalisation and even pre–Grouping] in these sets. It has to be remembered that in the era before accountants took control, such sets of older carriages were used only for the busiest of the summer months and would be left to occupy carriage sidings for the bulk of the year unused.

3 Suburban and Local Workings –

Stopping suburban services were generally operated by sets of non–gangwayed coaches, many of a dubious age. Pre–Grouping, pre–Nationalisation and an increasing number of BR Mk.1s and sometimes even older gangway coaches were used. The composition of these trains depended on the area in which they were used. For example in the working–class areas then they were mainly Third Class whereas in the upper–crust areas then Composites and First–Class were included.

4 Non–Passenger Coaching Stock –

This was a group of vehicles that did not carry fare–paying passengers but which, with certain qualifications, were able to run in passenger trains. Having said that, vehicles such as prize cattle vans and horseboxes that came within this category usually carried stockmen or grooms to look after the animals and it is understood that they did not travel without a fare being paid.

Non–passenger coaching stock included Aeroplane Vans, bogie Parcels Vans, Corpse Vans, Covered Combination Trucks [CCTs], Covered Milk Vans, Fish Vans and Open Fish Trucks, Fruit and Milk Vans, Insulated Milk Vans, Horseboxes, Insulated Sausage Vans, Luggage and Parcels Vans, Milk Tanks [including various underframes for conveying road tank trailers], Motor Car Vans, Open Carriage Trucks, Passenger Brake Vans, Post Office Carriages [TPOs plus sorting and stowage Vans], Prize [or special] Cattle Vans, Theatrical Scenery Trucks [both Covered and open] and Ventilated Insulated Meat Vans. There were special restrictions as to just where four–wheel and six–wheel vehicles could be marshalled.

B Freight Trains –

1 Mixed Freight Trains –

There were rules for the placement of various types of wagon in a normal [mixed] freight train, which might consist of wagons of various types and carrying a variety of commodities and/or empty wagons calling at individual stations to pick up or drop off wagons. These trains would work out from a marshalling yard, call at whatever stations were required and return to the same marshalling yard. Some of these rules were –

- a Gunpowder Vans were marshalled as near as possible to the middle of the train.

b Loaded Cattle Wagons and Banana Vans were marshalled next to the locomotive to minimise the jolting of the animals and for steam heating of the Banana Vans to assist the ripening of the fruit.

c Oil Tank Wagons for the carriage of Class A oils [those with a Flash Point below 73° Fahrenheit [22.7°C] and painted with a red band at waist level of the tank, **or** with the solebar painted red, required two barrier vehicles marshalled ahead and behind them if they were the first or last vehicle in the train and whether empty or loaded. *[Flash Point is that temperature at which oil vaporises to an extent that it forms a flammable mixture with air if ignited].*

Class B oils are those with a Flash Point above 73° Fahrenheit and Tank Wagons used for carrying these oils did not have any red banding on the tank or solebars and, whether empty or loaded, were marshalled anywhere in the train.

d. Vacuum braked and vacuum fitted vehicles were marshalled next to the locomotive and, as far as possible, remained coupled to the locomotive when shunting non-fitted vehicles at intermediate stations to avoid excessive breaking and re-establishing the vacuum.

e A match wagon [usually a single plank wagon, ie. a low wagon] was marshalled next to a bolster wagon carrying a load of round or baulk timber or steel sections or pipes which projected beyond the headstock of the bolster wagon. Similarly, a runner wagon was marshalled next to a 5-plank wagon carrying a load of sawn timber stacked on one end of the wagon and projecting beyond its headstock.

There were also strictly defined procedures for the loading, the fastening and [where necessary] the covering of open wagons and bolster wagons. These included round timbers [logs], baulk timber, pit wood [for coal mines], sawn small section timber, steel sections and pipes, scrap metal, long sagging items [such as steel rods, rails, etc.] wagon and carriage wheels, barrels, sacks, bales [of hay, wool, cotton, waste cloth, etc.], earthenware pipes, and acids etc., in earthenware containers.

There were also rules for the use and return of wagon sheets [tarpaulins], used to cover perishable loads, including some of the loads listed above.

2 Block Freight Trains –

These consisted of wagons, all of the same general type and all carrying **the same commodity** [such as coal, iron ore, petroleum products, cattle, fruit etc.] from its point of manufacture, extraction or collection to a marshalling yard for sorting. In reverse, they consisted of empty wagons, again all of the same general type being returned to the same or another point of manufacture or extraction or to a marshalling yard. In some cases, the whole block train might go on to a single destination where its entire contents would be discharged. For example, coal from a colliery to a power station, iron ore from a mine site or dockside to a steel mill, petroleum products from an oil refinery to an oil storage and distribution depot, etc. The reverse of these examples would also be classed a block train workings. Requirements B.1 [b], [c] and [e] listed above, also applied to such block trains.

3 Trip Workings –

These were trains consisting of wagons of various types and carrying a variety of commodities and/or empty wagons from one marshalling yard to another yard without calling at any intermediate stations to drop off wagons or pick up additional wagons. Requirements B.1 [a], [b], [c] and [e]

above applied to such trip workings.

4 Express Freight Trains –

Trains made up of non-passenger coaching stock were not allowed to exceed 25 vehicles in the case of milk vehicles, parcels vehicles and horseboxes with passenger coaches. If a train was composed entirely of milk vehicles, parcels vehicles and horseboxes, 30 vehicles was the maximum. Unlike freight trains where the length was quoted without a brake van, the numbers given for Express Freight trains included any brake vans that might be part of the train.

C. Train Movement –

The first book of Bob Essery's trilogy concluded with a very good two page chapter on how **not** to run a model railway and it is worth including in the full set of Facilitation Notes, which are available on request, so that we can all be able to say "I'm not playing trains! I'm operating my layout of a part of British Railways correctly".

New Acquisitions –

Ron Fryer – was very impressed at last month's meeting with a book Ron Richards brought back from his UK visit, on the Liverpool Overhead Railway. So much so that Ron F went home and ordered a copy from Amazon Books to be delivered [Free postage UK deliveries] to his cousin in the UK and this was included in his luggage on his return to Perth this every evening at 1710! It was still in its packaging! Excellent book.

Alan Porter – showed a OO Bachmann early BR 13ton high-sided open wagon in BR Bauxite [38–326]. He then showed his latest collection of Ballast wagons consisting of a Hornby BR Green SHARK Ballast van, 2 x 40ton SEALION hopper wagons that he bought from Andrew Morling at the Exhibition, 4 x Heljan DOGFISH Ballast wagons [sold as a pack] from Hattons, and 3 x Hornby TROUT Hopper wagons [pack of three] from Hattons. He has made loads for all of them and they certainly look the part.

Kelvin Davis – is making a new OO layout and he showed some of the rolling stock that he will use. Two Hornby V Cement tankers [weathered]. A Corgi model of a 6ton Coles Argus Crane in yellow. These were followed by 2 x Bachmann 29ton VDA Sliding door box vans – one in Railfreight Bauxite and the other in Railfreight Red/Grey livery. He next showed us a Bachmann 35ton VBA Sliding door Box van in Bauxite followed by a Bachmann OCA Dropside open wagon in Railfreight Red. His final piece of rolling stock was a Hattons Track Cleaning bogie wagon [made by Dapol]. He then moved onto locomotives that he needed and showed us a Hornby Class 87 *Britannia* in Blue, a Heljan Class 86 *The Round Table* in Anglia colours, and finally a Bachmann Class 85 85026 in BR Blue.

Ron Richards – showed us his latest book *The Story of London's Underground* by John R. Day and John Reed, published by Capital Transport. Looks very interesting indeed.

Doing Things –

Steve Rayner – showed us a Playcraft Class 21 D/E locomotive North British [Toylike] that he has detailed and repainted, fitting new buffers, couplings etc., and has generally made it quite presentable and useful.

Kelvin Davis – showed a Genesis W/M kit of a Nuclear Flask bogie wagon that he has made up. He has also cast, in two part resin, enough parts to make further nuclear flask wagons.

Ron Richards – has spent his modelling time detailing a Signal Box for his layout.

Great Western Railway Modellers Special Interest Group's July meeting subject was the GWR's 2-4-0 locomotives.

1. 2-4-0 Tender Locomotives –

In the nineteenth century, the 2-4-0 wheel arrangement was favoured by many pre-Grouping railways for express passenger work, the leading pony truck giving a degree of stability to the four-coupled locomotives when entering a curve. The NER had 90, the NBR had 8, the GER had 100, the LNWR had 328 and the MR had a massive 355! However, a leading bogie was better than a pony truck for easing a locomotive into a curve and most, if not all, of the pre-Grouping railways had more examples of the 4-4-0 wheel arrangement than of the 2-4-0 type in their express locomotive studs.

The Midland, as well as having lots of 4-4-0s, remained very much in love with the 2-4-0s, building 160 of them **after** WW1! In due course, the increasing weight of passenger rolling stock and the increasing number of coaches in the express trains led most railways, except the Midland, to the 4-6-0 wheel arrangement where the increased weight of the locomotive [mainly due to the boilers becoming larger] was spread over six driving wheels, thereby giving better adhesion.

The GWR existed both before and after the 1923 Grouping and tender locomotives with the 2-4-0 wheel arrangement were far more prominent before 1923 than after. By 1923, the 2-4-0 had long been eclipsed as a GWR main line locomotive type and those that had survived were used mostly on secondary duties in the West Country and in Central and North Wales on the ex-Cambrian lines and on light duties in the London Division. The Notes give a complete listing of **all** standard gauge 2-4-0 tender locomotives on the GWR, both before and after 1923. The purely GWR locomotives fell into two groups –

- those with double frames [shown in **bold** type in the Notes]
- those with outside bearings to the leading axle only.

There were also eleven other 2-4-0 tender locomotives of assorted parentage that became GWR property as a result of the 1923 Grouping, and what happened to these locomotives is also explained in the Notes.

2 2-4-0 Tank Locomotives –

The GWR is usually identified with its small tank locomotives fitted with either pannier or saddle tanks, no doubt for greater accessibility to the motion of inside-cylinder locomotives. However, the pannier and saddle tank configurations raised the centre of gravity as well as increasing the free surface of the water they contained, thus giving a greater risk of instability as speed. Hence these designs did not, generally, extend to the locomotives intended primarily for passenger services and side tank locomotives were generally favoured for this work. However, in the Victorian era, the two GWR locomotive works at Swindon and Wolverhampton had different ideas on the type of side tank locomotives for secondary passenger and branch line work. Wolverhampton favoured the 0-4-2 wheel arrangement whilst Swindon favoured the 2-4-0 wheel arrangement with its superior stability when entering a curve and it turned out 140 **Metropolitan Tanks** with that wheel arrangement between 1869 and 1899.

What was a **Metropolitan Tank**? For the first twenty-five years of its existence the GWR showed little interest in the possibilities of local London traffic, as its Paddington terminus was too remote from the business district of The City. This changed when the GWR became a financial backer in

the early 1860s of the new Metropolitan Railway running underground from Bishop's Road [adjacent to Paddington] to Faringdon Street in The City. Initially, the GWR operated the service of four trains per hour with twenty-two broad gauge 2-4-0s equipped with condensing apparatus but with no protection for the crew, as it was feared that condensation of steam on glass would obstruct the view!

Within a year, a dispute arose between the Metropolitan Railway and the GWR regarding the frequency of the service. The GWR feared a loss of money from a more frequent service and the Metropolitan Railway at very short notice took over running the service on 4ft.8½in standard gauge track.

Eventually peace was resumed between the two companies and although the Metropolitan Railway continued to run its own trains, the GWR was permitted back but only on the standard gauge, so the broad gauge rail was lifted in 1869. By this time, London suburbia was expanding rapidly and the GWR realised the need for commuter services from Hammersmith, Victoria [via the West London Line], Ealing, Uxbridge, Slough, Windsor, Reading, High Wycombe and beyond [many of which ran to The City via the Metropolitan Railway's line] as well as local services around Plymouth and Bristol.

(Continued on page 16)

DCC Special Interest Group

The DCC SIG meeting scheduled for Wednesday 14 November at the Naval Base venue has been cancelled.

Monday Night Topics

Further to my request for Monday night topics I have listed some that will be discussed over the next twelve months or so. Please attend these meetings as the presenter has put a lot of effort in to make each topic both informative and beneficial. Without your attendance no one benefits.

Please refer to the programme for item and date of presentation. These are not in any particular order

- Track laying [both hand laid and Flexitrack]
- Point making
- Coach/rolling stock modification
- Danish State Railways
- Scenery – How to build and methods you can use
- Weathering – different techniques; for example airbrushing
- Sandstone Train event
- Locomotive Hauling – testing, measuring, etc

These are some topics that will be discussed, others will be added as presenters become available

If you have a topic you would like added to this list please let a Committee Member know and they will pass it on.

Craig Hartmann

Where we meet and when

All meetings are held in the Branch's Clubrooms at 24 Moojebing Street, BAYSWATER [opposite Paddington Street]. The Clubrooms are open as follows for programmed meetings:-

Evening meetings	–	Monday to Friday from 2000 to 2230
Daytime meetings	–	Tuesday from 1000 to 1500
	–	Saturday from 1330 to 1700

Members are invited to make a gold coin donation at each meeting to cover some of the general operating expenses of the Clubrooms and this entitles members to free hot drinks and a biscuit or two. Cool drinks are available at a modest price.

Programme

Note 1. The numbers in brackets alongside the day name indicate the housekeeping duty to be completed **before** the meeting activity starts.

Note 2. The meeting on the first Monday of each month will start at 2000 with a short briefing by one or more Management Committee Members on recent resolutions by the Management Committee plus planning for future events – community displays and exhibitions for example. This will be followed by the opportunity for Branch members to show recent model purchases and to notify other members of forthcoming railway/model railway events. The programmed Guest Speaker/Topic will start promptly at 2030.

Note 3. Information regarding contact persons, etc. for Special Interest Groups is given in the **Around the SIGs** article.

October

Friday	5	[1]	N Scale Special Interest Group meeting – General Activities
Saturday	6	[2]	The Branchline assembly General Activities
Monday	8	[3]	S Scale Special Interest Group meeting –a second MRWA night, with slides/video of MRWA
Tuesday	9	[4]	Daylighters Group – daytime meeting North American Railroads Special Interest Group meeting Large Scale Special Interest Group meeting
Wednesday	10	[5]	DCC Special Interest Group meeting – venue AMRA Clubrooms
Friday	12	[6]	N Scale Special Interest Group meeting General Activities
Saturday	13	[7]	General Activities
Tuesday	16	[8]	Daylighters Group – daytime meeting
Friday	19	[1]	N Scale Special Interest Group meeting General Activities

Saturday	20	[2]	General Activities
Tuesday	23	[3]	Daylighters Group – daytime meeting
Wednesday	24	[4]	Great Western Railway Modellers Special Interest Group meeting – GWR Passenger and Goods Train Formations
Friday	26	[5]	N Scale Special Interest Group meeting – General Activities S Scale Running Night - Informal train running night. Bring a train and run it on <i>Swan View</i> . Talk S Scale matters.
Saturday	27	[6]	General Activities
Tuesday	30	[7]	Daylighters Group – daytime meeting
Wednesday	31	[8]	British Railways Modellers Special Interest Group meeting – BR Non-passenger Stock [Rolling Stock]

November

Friday	2	[1]	N Scale Special Interest Group meeting General Activities
Saturday	3	[2]	General Activities
Monday	5		Danish State Railways – a talk and video on this system – his should be very interesting as our presenter knows a thing or two about this system.
Tuesday	6	[3]	Daylighters Group – daytime meeting
Wednesday	7	[4]	LNER Special Interest Group meeting
Friday	9	[5]	N Scale Special Interest Group meeting General Activities
Saturday	10	[6]	Prepare Clubrooms for ModelRail General Activities
Sunday	11		ModelRail – see separate article on page 2
Monday	12	[7]	S Scale Special Interest Group – General Activities and train running on <i>Swan View</i> . Suggestions? Bring a train run and talk about it
Tuesday	13	[8]	Daylighters Group – daytime meeting Large Scale Special Interest Group meeting
Friday	16	[2]	N Scale Special Interest Group meeting General Activities
Saturday	17	[3]	General Activities
Tuesday	20	[4]	Daylighters Group – daytime meeting
Wednesday	21	[5]	Great Western Railway Modellers Special Interest Group meeting– GWR AEC-engined diesel railcars

Friday	23	[6]	N Scale Special Interest Group meeting – General Activities S Scale Running Night – train running night, bring a train and run it on <i>Swan View</i> .
Saturday	24	[7]	General Activities
Tuesday	27	[8]	Daylighters Group – daytime meeting
December			
Saturday	1	[1]	The Branchline assembly General Activities
Monday	3		Sandstone Train Event – a talk and video on this event
Tuesday	4	[2]	Daylighters Group – daytime meeting
Wednesday	5	[3]	LMS and LNER Special Interest Groups meeting – end of year Quiz/ Entertainment
Friday	7	[4]	N Scale Special Interest Group meeting – General Activities
Saturday	8	[5]	General Activities

(Continued from page 13)

To operate these services and its trains over the underground Metropolitan Railway, the GWR's 2–4–0 Metropolitan Tank locomotives were built at Swindon in nine lots between 1869 and 1899. They were sub-divided into three variants, Small, Medium and Large mainly, but not entirely, related to water capacity. The polysyllabic name Metropolitan Tank title was hardly likely to recommend itself to the staff and from a very early date, they were always referred to as **Metro Tanks**. A listing of all the nine Lot details plus the major differences between the Tanks, where they were allocated, their withdrawal dates and a list of available models is given in the Notes.

Finally, a list of references is given from where these notes were sourced and five pages of photographs are attached. A full set of Notes is available on request.

New Acquisitions –

Alan Porter – showed us some new hopper wagons that he had purchased recently. What they are and just what he is doing to them will be revealed at next weeks BR Modellers SIG meeting.

Ron Richards – showed his new Bachmann OO model of a GWR City Class Locomotive *City of London* No. 3439, completely DCC fitted and sound chip – courtesy of Richard Johnson. Very nice.

Doug Firth – showed us five GWR Cattle wagons made up from Airfix kits, that he had purchased from Andrew Morling. They had been weathered and looked very effective.

Doing Things –

John Brenchley – brought in his completed version of Tavistock Station in N scale. It truly is a

work of art! Some discussion ensued regards a slight bowing problem on the roof support wall. He received wise advice from the sages present on the matter – it's not a problem, don't worry about it. [This advice is available to all for free!] He next showed us a 2mm Association Nickel Silver kit of an 1888 GWR Brake Van, that he is assembling. Definitely a sadist!

Roger Solly – is working his way through O Gauge locomotives that were donated to our Branch. Estimated to be from the 1940s, they need to be overhauled and hopefully, returned to running condition, and this is what he is attempting to do.

Ron Richards – at present he is fixing the lighting on his layout. His next job is fixing the signal box to his layout.

Doug Firth – is at present, working on a small layout for the BRMA Convention.

British Railways Modellers Special Interest Group's August meeting topic was the BR Standard 9F 2-10-0 steam locomotives.

A Introduction –

The original concept proposal for a heavy freight engine in the BR new standard range was for a 2-8-2 and to give it the boiler, cylinders and certain other details standard with the Class 7 main line 4 passenger 4-6-2s of the Britannia Class and to provide wheels large enough for Class C and Class D fast freights. This design was last on the priority list as there were plenty of ex-War Department 2-8-0s and 2-10-0s in the system, as well as the relatively young Stanier 8F 2-8-0s, but after the two classes of Pacifics and a variety of 4-6-0s, 2-6-0s and six-coupled tank engines had been produced, work on the preliminary heavy freight locomotive design was initiated early in 1951 and two major objections were raised.

Firstly, transfer of weight from the leading wheels to the trailer carrying wheels under drawbar pull would not increase the adhesion weight in service and, as the design was proposed for the haulage of mineral trains above 1000 tons as well as for express fitted freights, maximum possible effective adhesion weight was essential.

Secondly, the majority of British freight trains, especially mineral trains, were still unbraked and so the most effective engine and tender braking power was another requisite. However, a satisfactory form of trailing truck brake was difficult to devise when vacuum and steam were the only powers considered and this meant that braking would be confined to the coupled wheels and to the variably laden tender.

At this stage the idea of a 2-10-0, which of necessity would have smaller driving wheels, came to the fore and was favoured by Robin Riddles, the Member for Mechanical and Electrical Engineering [C.M.E.] of the Railway Executive, largely because of satisfactory experience with the wartime Ministry of Supply 2-10-0s.

B Design of the 2-10-0s –

Overall responsibility for the design of the 2-10-0s was vested in the Brighton Drawing Office, with Derby responsible for designing the wheels, axles, journals, springs, pony trucks etc, as well as the various tenders. Plain rectangular section coupling rods were fitted instead of fluted [as the early experience with the *Britannias* had shown fluted rods had been liable to bend and break] but the other rods of the single slide bar motion were fluted [all of which were identical to the *Britannias*]. The centre set of 5' 0" diameter coupled driving wheels were flangeless with slightly wider tyres, while the second and fourth sets of coupled wheels had thin flanges.

The cab was similar to that of the *Britannias* and extended back to the front of the tender with no drop plate. However, swirling draughts brought a high degree of discomfort to the crew, despite the fitting of flexible screens between the rear of the cab and the front of the tender, and a return was made to the traditional full-width drop plate hinged down from the front of the tender so as to rest on the rear of the cab floor.

251 locomotives were built in eleven batches between 1954 and 1960, 198 at Crewe and 53 at Swindon. The initial allocations were LMR – 100, ER – 85, NER – 10 and WR – 56.

Riding smoothly at speed they were equally at home on Class C or Class D fast fitted freights, on block trains of steel, oil, etc. or on unfitted mineral trains, usually coal [eg. the fast running *Windcutters* or *Annesley Runners* on the former GCR line] and iron ore, anhydrite, etc.. They were also used in 1958 and 1959 on peak summer passenger services [but not in the winter due to not being fitted for steam heating of the carriages]. The WR used them extensively on Saturday extras to the West Country and on some expresses from South Wales.

The ER used them on expresses on the old Great Central main line and on the ECML, sometimes approaching 90mph [at which speed the driving wheels were rotating at 8 revs per second!], until their use on passenger services was discouraged after the 1959 summer. The LMR used them on North Wales holiday traffic and the SR used them on the S&DJR line over the Mendips from Bath Green Park to Bournemouth [the one exception to their non-use on passenger services elsewhere after 1959].

C Design Variations –

During the construction period of seven years, there were several variations to the basic design as follows –

1 Franco-Crosti boilers – Ten locomotives [Nos. 92020–92029] were built with the Italian designed Crosti boiler [smaller diameter than the standard boiler] which had a boiler feed water pre-heater drum slung beneath it and a chimney on the right-hand side of the locomotive. There was a heavily lagged boiler feed water pipe from the pre-heater drum to a second clack valve on the right-hand side of the boiler. The smoke discharged from the side chimney caused much discomfort in the fireman's side of the cab and a smoke deflector plate was wrapped around the flat chimney after a year or so to solve the problem.

These locomotives were all allocated to the LMR Wellingborough shed for the heavy Midland coal traffic from Toton to Cricklewood. However, as the expected coal savings were not being obtained all were withdrawn in 1959 to be rebuilt [without change of boiler itself] in the period 1959–62 by removal of the pre-heater drum, enabling operation in the conventional manner with smoke discharge through the normal chimney. They were down-rated to 8F but there was still sufficient work to be found for them.

2 Air Pumps – The ten locomotives assigned to the Tyne Dock heavy iron ore trains [Nos. 92060–6 and 92097–9] were equipped with two steam driven air pumps to operate the side doors of the special vacuum braked 56ton tippler wagons which supplied the Consett ironworks. The Tyne Dock–Consett ore trains consisted of nine loaded hoppers which with brake van, weighed over 800tons and were always banked by a second 9F.

3 Double Chimneys – In 1956 theoretical calculations at Swindon were carried out on a number of pre-1948 and even pre-1923 designs and on some of the BR Standard classes. When extended to the 9Fs, they showed that there should be an improvement in the draughting if a double blast pipe and chimney were adopted.

No. 92178, then being built, was fitted experimentally with this gear, the test results convinced BR that future 9Fs should be similarly equipped. Some of the Western Regions 9F locomotives also received the gear when they passed through Swindon for overhaul. Neither the LMR or the ER chose to convert their allocations of single chimney 9Fs.

4 Geisl Oblong Ejector – With the aim of maximising smoke box vacuum with the minimum blast pipe back pressure, the Geisl oblong ejector, which had seven nozzles discharging the exhaust steam into an oblong shaped venturi and chimney, was tried in 1959–60 on No. 92250 which had been completed [with double chimney] at Crewe in December 1958. Again, the expected benefits of coal savings were not realised so the trial was abandoned but the equipment remained in situ on No. 92250 until it was withdrawn in December 1965.

5 Berkely Mechanical Stoker – The maximum potential steaming rate of the 9F far exceeded the rate at which coal could be shovelled into the firebox by the average fireman. One solution to this problem was to mechanise the firing, and rather than use the established American Standard mechanical stoker, the rather more obscure Berkely machine was chosen. It had a screw crusher/feeder in the base of the coal bunker which transferred the small lumps of coal by a screw to the firing face where the coal was distributed around the firebox by a number of steam jets.

Three 9Fs were quickly built [Nos. 92165/66/67] and assigned to Saltley for working the 212mile Water Orton to Carlisle fast Class C freights with up to 53 wagons behind the locomotive. They were not very successful as graded coal should have been used [despite the maker's claims otherwise] but this was not available on tap at Saltley and much manual labour was required to break up the lumps of coal before the locos could leave the shed. The result was that the screw often became blocked and the fireman had either to clamber into the bunker at great risk to life and limb, or manually fire the locomotive which was somewhat difficult as the firing hole was far too high. Also the screw broke much of the coal down to a dust which went straight through the firebox and boiler tubes unburned. The stokers were removed from the three locomotives in late 1962/early 1963 and they reverted to hand firing.

6 Headlight – When the ex-Midland/LMS 0–10–0 Lickey Incline banker No. 58100 was about to be retired in 1956, No. 92008 was trialed for a few days to see whether the 9F might be a suitable replacement. Newly built No. 92079 was posted to Bromsgrove and fitted out with the headlight from No. 58100 to facilitate buffering up at night when baking up the Lickey. It retained the headlight until replaced by No. 92223 and later by No. 92230.

D Tenders –

There were two basic types of tender [with one type having four variants] and the type of tender coupled to the locomotives was determined by the initial Regional allocation and their intended service use. The tender types were Type 1B, Type 1C, Type 1F, Type 1G and Type 1K. More details of each type are given in the Notes.

E Other Differences –

Various differences and changes occurred throughout the life of these locomotives to such things as smoke box access, smoke deflectors, ash pan raking out doors, sandbox fillers and mechanical lubricator drives. More details for each of these items are given in the full set of Notes.

F Liveries –

All locomotives, except No.92220, were painted in unlined black with those built before 1956 carrying the first BR emblem [ferret on the wheel] and all built during 1956 and later carrying the

later BR emblem [lion holding a dartboard]. Those built before 1956 were given the later emblem when they passed through the Works after 1956. The one exception was No. 92220, the last steam locomotive built by BR [and the last steam locomotive built at Swindon]. No. 92220 was painted in the BR express passenger livery of Brunswick Green, lined in orange and black and it carried its *Evening Star* nameplates of its smoke deflectors in the same manner as the *Britannias*.

G Withdrawals –

The Class was relatively short lived, the first ten withdrawals occurring in 1964, followed by 65 in 1965, 45 in 1966, 107 in 1967 and the last 18 in 1968. The Class became concentrated on the LMR as steam haulage was eliminated on the WR in January 1966 and on the ER in April 1966.

The average lifespan was nine years, about 20% of that normally expected of a steam locomotive. This was mainly brought about by the introduction of the 1955 Modernisation Plan.

There are nine locomotives of this Class preserved or awaiting preservation.

H Models –

A comprehensive listing of models is given in the Notes and the Appendix.

I & J – References and Useful Articles –

In these sections are listed all the references used for the Notes and also useful articles that are well worth reading.

A full set of the Facilitation Notes are available on request.

New Acquisitions –

Steve Rayner – showed a P&D Marsh W/metal kit of an N Scale GWR 43xx Churchward Mogul body kit that he bought at the Donated Goods Sale held in our Clubrooms on Saturday 25 August. It requires a loco chassis, a tender chassis plus wheels, motor, etc.

Alan Porter – showed a OO Lima GUV BR[W] bogie wagon that he bought at the Sale. He also showed a 20ton wagon also from the Sale.

Ron Richards – showed two Mainline wagons that he bought at the Sale for \$5 each. Good Value! He also showed us a Dapol OO 7-plank wagon that he had recently received. His final showing was an Air Brush kit from Bunnings for \$19.95.

Doing Things –

Ron Richards – is continuing to install lights on his layout.

Great Western Railway Modellers Special Interest Group's August meeting subject was the GWR Refrigerated Vans.

1 Preamble –

An old adage is *All delphiniums are blue flowers but not all blue flowers are delphiniums* and so, similarly, . . . all GWR Refrigerated Vans were Meat Vans [MICAs] but not all GWR Meat Vans [MICAs] were Refrigerated Vans. What was the difference? –

- a GWR MICA was a Meat Van with full end-width hinged and hooded ventilators but without any form of refrigeration.
- a GWR MICA A was a refrigerated Meat Van without any ventilation facilities
- a GWR MICA B was a refrigerated Meat Van with full end-width hinged and hooded ventilators which could be closed off, thereby making a GWR MICA B equivalent to a GWR MICA A.

Why the difference? Well, until the latter half of the 19th Century live cattle were imported from the USA and Ireland, landing at Birkenhead [in the case of the GWR], allowed a period of recovery and then slaughtered. The resultant carcasses were then chilled [taking about ten hours] and despatched in ventilated vans to major centres, such as Smithfield [London], the transit time being seven hours. So from live animal to beef carcass at Smithfield was less than 24 hours and the condition of the meat had not suffered in this short time. Towards the end of the 19th Century improvements in mechanical refrigeration made it possible to import frozen mutton from Australia and New Zealand in specially built refrigerated ships. The advent of frozen carcasses required a colder rail-transport vehicle than a ventilated van and thus refrigerated vans were developed.

Refrigeration was by **Evaporation of water**. A ventilated van [No. 28567] was fitted out in 1874 with fine mesh grilles in its sides with layers of felt behind these grilles. The felt layers were kept moistened by water percolating through them from a tank in the roof of the van to a collection sump in the floor of the van and then into a tank beneath the floor. The collected water was then pumped from the bottom tank, as required, by a hand operated pump located at one end of the van, back into the top tank in the roof.

This was the *Acklom* patented method of refrigeration which used the latent heat of evaporation for its success. It works best in hot climates with relatively low humidity and its efficiency in the cool humid climate of Britain would be somewhat reduced. *[We, here in the Antipodes, know how well this principal worked with the Coolgardie Safe in WA keeping milk, butter and meat from going off.]*

A trial run of this vehicle with a load of slaughtered oxen was made from London to Aberdeen on the 19th October 1874 and returned to London on the 28th October 1874 where the meat was examined and 'found to be in excellent condition, fit for sale and none the worse for its journey'. *[The mind boggles – did the meat sit in this vehicle at Aberdeen for seven of the eight days without the benefit of air moving very fast past the moistened felt curtain?]*

- **normal ice with salt added.** This raised its melting point.
- **Dry ice.** [solid carbon dioxide.]

The *Acklom* system did not take off, presumably due to the climatic conditions not being at all kind to its principles and for much of the time that meat was carried in GWR refrigerated vans, the refrigerant was a mixture of normal ice and salt. Dry Ice came into fairly common use in the late 1920s/early 1930s.

2 The Diagram X Series MICAs –

All the MICA meat van variants were rated for 6tons carrying capacity and were generally fitted out internally with 60 hooks in the roof for carrying 180lb beef carcasses or 56lb mutton carcasses.

The MICA meat vans were regarded as freight vehicles and were painted grey with white lettering.

The MICA A and the MICA B meat vans were passenger rated vehicles and, being insulated, were painted white [sometimes the roofs too,] to reflect solar heat and were lettered in red. They

carried the appropriate code name and description of its type [eg. – MICA B, REFRIGERATOR MEAT VAN] or just the code name [eg. – MICA A] but this style was abandoned during WW2 and the inscriptions were then simplified as follows –

- MICA became MEAT
- MICA A became INSUL–MEAT
- MICA B became VENT–INSUL–MEAT

In total, the GWR built 946 MICA vans to Diagrams X1, X2, X4, X5 and X7 to X10 between 1889 and 1930 and it also converted another 300 vehicles to temporary MICA service. Additionally it inherited thirteen meat vans from the South Wales Railway.

The details of the various Diagrams are as follows. Representatives of all of the X Diagrams [except Dia. X3 and X6] passed into British Railways at nationalisation in 1948.

Diagram X1 – 110 MICA vans were built to this Diagram between 1889 and 1891.

Diagram X2 – These were the first GWR vans built for chilled meat – 260 vehicles were built between 1897 and 1904, ten of them were un-refrigerated MICA vans, ten were MICA A vans and 240 were MICA B vans.

Diagram X3 – This Diagram was allocated to the thirteen unventilated meat vans inherited from the South Wales Railway. All had been condemned by 1914.

Diagram X4 – 210 vehicles were built between 1906 and 1910. 110 were MICA A format and 100 in MICA B format.

Diagram X5 – 60 MICA B vans were built to this Diagram between 1910 and 1912.

Diagram X6 – No new MICA vans were built during WW1 but there was a need for additional insulated vans which was met by converting 300 10ton Diagram V16 covered vans to MICA A vans by fitting meat hooks in the roof. Their service as MICA A vans was fairly short and from June 1921 they were either converted back to Diagram V16 covered vans or converted directly to Dia. YA Banana Vans.

Diagram X7 – 100 MICA B vans were built to this Diagram between 1921 and 1923. In 1922 three of these vans were uprated from 6tons to 10tons for conveying ice from Slough to Paddington.

Diagram X8 – A further 150 MICA B vans were built to this Diagram between 1923 and 1926.

Diagram X9 – 54 MICA A vans were built to this Diagram between 1929 and 1930 and were the last GWR MICA vans built.

Diagram X10 – Two experimental MICA A vans were built to this Diagram in 1927 and 1929 to assess the merit of dry ice refrigeration.

The differences between the Diagrams listed above are given in detail in the full version of the Notes.

Because so much meat traffic later went to the roads or was carried in GWR M type ventilated, E type insulated or FX type insulated dry ice refrigerated containers, many surplus GWR meat vans were converted in 1938 to TEVANS [Diagrams V31 and V32] for the carriage of tea and chocolate. From 1937 onwards, a programme was begun to convert from ice/salt mixture to dry ice as the

refrigerant.

The Notes now give two more Sections –

3 Models – A detailed listing is included in the full set of Notes.

4 References – A complete list of references used is given in the Notes.

Finally, there are several pages of photos showing various MICAs. A full set of these Facilitation Notes is available on request.

New Acquisitions –

John Maker – his new mobile phone has a Woodlands Scenic programme in it called MODEL SCALER that will provide you with accurate conversions, etc.

John Brenchley – showed a pair of Parallel Action Flat Nose pliers 160mm, with smooth jaws from Eileen's Emporium, but at £29.00 I hope that he gets his money's worth. He also showed us three packs of phosphor bronze wire – 0.112mm, 0.193mm and 0.254mm.

Doing Things –

Ron Fryer – showed his rebuild of a timber merchant's storage shed from Haltwhistle layout that some unknown person had flattened. Ron used a much harder timber than balsa that had originally been used. It is now much stronger and as soon as he has finished the concrete base on the layout he will re-install the shed.

Doug Firth – showed his new uncoupling method for the OO Universal coupling. Refer to the Xmas DVD in the November 2011 *Railway Modeller* for instructions. All you need are staples, superglue or solder and magnets. [Tip – Try cutting up one of those infernal fridge magnets that one gets bombarded with from property agents, there must be a use for them somewhere!]

S Scale Special Interest Group. Both the August and September 2012 meetings were interesting and successful evenings for AMRA members of the S Scale Group. Both meetings were well attended with 35 and 34 members and visitors respectively coming to our Clubrooms to hear the latest news, views and events for modellers of the WA scene in Sn3½ scale.

In August Graham Watson welcomed all those present, in particular John Miller and son Mitch. John was the guest speaker whose topic of *Weathering WAGR/MRWA vehicles* was much anticipated.

Members were reminded of the AGM to be held on the following Monday [20 August] and Graham expressed the hope that as many of those present would make an effort to attend. Sunday 14 October is a date to remember for Railfest at the Rail Heritage Museum.

Graham and Bill Gray reminded members who do not have cheque accounts and who wish to subscribe to the ASNM that payment can through either Bill or Graham. The forms are also available from Graham.

The topic for the August meeting was weathering railway wagons. John Miller gave an excellent presentation describing the techniques he uses to weather his models both in N and S scale.

John reminded us that all railway vehicles are dirty and, for him at least, this build-up of dirt and

grime needs to be represented on the models. Weathering also brings out the detail of the various parts of the models.

John advised that he uses acrylic paints exclusively and avoids lacquer-based paints. He warned of the health implications of continued use of lacquer-based paints. He paints his models initially with a flat base coat applied with an air brush. The weathering coat is a thin wash of the colours of the dust and grime peculiar to the area, such as the earth colours of the wheat-belt around Merredin, which is the location of his layout. John uses a 6:1 distilled water to acrylic paint mix with some water softener or detergent to reduce surface tension. The advantage of using acrylic paint as a weathering base is that it can be washed off if it is not the shade or colour desired.

Following the wash, John uses black and brown pastels as a dust to apply to the model using a brush. He uses a short bristled brush to apply the dust and then a long bristled brush to drag the dust down the model as the rain would do or upwards as road spray may do. Finally, and following the dusting stage, a final wash is applied using an appropriate thin colour compatible with the pastel dust, to seal the finish.

Air brushes are really compatible with acrylic paints but John recommends Windex to clean the airbrush after each use to ensure trouble free use next time. WD40 is also recommended to lubricate the needle of the air-brush.

John recommends a cheap air brush from Bunnings which sells at less than \$25. He has a second double action air brush from SuperCheap Autos which he purchased for \$35. He applies his paint at about 35psi. A cheap compressor from the auto shops is all that is required.

The members thanked John, in the usual way, for his very informative presentation.

Also at the August meeting, a number of members showed their recently completed modelling projects. **Neil Blinco**; an AYB coach, **Gary Gray** showed his QD4475 and a WA and WAR using RCA under-frames. **Doug Firth** showed a completed MRWA cattle wagon, **Ross Green** showed three nicely painted AY/AYB coaches and **Trevor Burke** showed a GA models TA livestock wagon. Obviously there is lots of modelling and kit-building going on within the group.

The topic for the September meeting was scheduled as a Bring and Show, in this case an example of your very first and last model, scratch built or kit built vehicles and/or structures.

Before the evening got under way Graham welcomed Peter Sansom from NSW who is an avid modeller of a range of locos on Australian railways in a variety of scales.

A large number of members entered into the spirit of the evening and 'dared' to show the first model they had ever built and compared it with one they built recently. Some brought more than two models so for reasons of space, the extra models have been edited from this report.

Ray Cooper's first scratch-built models were trees for his Yarloop Layout. His most recent model has been two magnificent water tanks which were also located at Yarloop. **Paul Tranter's** first model was a GC wagon and his last major project was an S class locomotive. **Jeremy Ludlow** initially assembled 4 DC vans and then 4 RCA kits. **Bill Gray** showed an NFA white metal kit and a small but highly detailed QR crane. **John Maker's** first project was a Z class shunter on a mainline chassis and his last was a Z shunter with a Bachmann Chassis. Both models required different decisions to be made about adapting the body and the chassis.

John Livie showed his G wagon with a lead floor insert and an Ns shunter's float.

Kelvin Davis showed his Jardee shunter as his first kit and his G class kit loco which required a lot more assembling skills. **Alan Penstone** showed a GC wagon built in 1990 and a Cement Hopper from Double G Models twenty years later. **Trevor Burke** showed an FD and VF van while **Greg Aitken** showed his scratch-built N wagon and a workers' van which he built while based in Melbourne. Greg has designed and built numerous kits of WAGR wagons under his own GA Models label but he did not include these in tonight's presentation.

Murray Hartzler's first ever scratch-built model was a WAGR V class locomotive which is not usually recommended as a first attempt. It is now almost 20 years old and has graced many an exhibition layout at the annual exhibition. His latest completed model is a GA Models DC van.

Brian Norris has been a prolific modeller of the WAGR in his time – a ZA guard's van built by modifying a Railwest ACL coach and a Z van was his first foray into modelling the WAGR in S scale. Though he did not bring it in, his WAGR Gilbert car modified from an S scale coach from the USA was probably his latest major project. **Neil Blinco** has acknowledged that many of the patterns for his coach kits were initially made by Brian and are now available to us all as kits.

Gary Pilmoor showed two scratch-built Q wagons as his very first wagons and his unique QY well wagon used for transporting transformers as his most recent and major scratch-built modelling project. **Stuart Mackay**, like Alan Penstone, showed a GC wagon he built in 1990 at the modelling workshops held by the S Scale Group and his MRWA Bm wagon kit he built as a basis for kits under the X-Class models label. **Neil Blinco** bravely but unashamedly showed some basic wagons he built as a 12 year old and his AYB coach for West Oz Models. They represent a remarkable progression and one which we all need to strive for if we are to become competent modellers.

Graham Watson showed an R wagon and an NFA which he scratch-built in North Eastern Timber long before we discovered the advantages [and disadvantages] of styrene card. **Lynton Englund** showed a brass, fully scratch-built model of a WAGR P class which he built over 30 years ago. His latest model was probably a WAGR Y class locomotive which many of us have acquired and assembled.

Once again, the August and September meetings were successful gatherings for the S Scale Group. Lots of things are happening so if you are at all interested, feel free to come to one of our meetings.

The S Scale Special Interest Group meets on the second Monday of every month at 2000 at the AMRA WA Branch Clubrooms in Moojebing St, Bayswater. New members and visitors are always welcome. Contact Graham Watson on 9250 1084 or Stuart Mackay on 9310 3858 for general information about the S Scale Group.

Contact persons for Special Interest Groups are:

British Railways	Gordon Bramwell	0432 871 197
Digital Command Control	Tom Stokes	9275 4508
Great Western Railway Modellers	Roger Solly	9444 7812
Large Scale	Graham Bell	9295 4461
LNER	Steve Rayner	9379 1147
LMS Modellers	Alan Porter	9330 1848
N Scale	Neill Phillips	9403 0924
North American Railroads	Peter Scarfe	9359 2281
S Scale	Stuart Mackay	9310 3858

From the Scribe's Quill

Meeting No 361 – August 2012. The major items of business dealt with at this meeting were –

- Building approval for the extension for the clubrooms has been received from Bayswater City Council.
- Lotterywest has requested additional information on our grant application. A response has been sent by Ron Fryer. An answer is anticipated by mid-October.

Meeting No 362 – September 2012. This meeting was postponed until after the required submission date. Three months' worth next issue!!

The next few Committee meetings will be held on Thursday 27 September, 24 October and 22 November 2012. Branch members are welcome to attend. Meetings usually start at 1930 and complete about 2200.

Computer Scam

It appears the scammers are having another round of the “we’ve detected a virus on your computer, for \$XXX, we can remove it”.

A novel way of dealing with this phone call was passed on to me recently. Wait until the scammer has gone through their full spiel, then say something along these lines –

“Really! That’s very interesting! Particularly as I **do not have a computer**”

The scammer will quickly hang up. Tee Hee!!

Layout For Sale

HO/OO layout about twelve metres long by one metre deep. About a third painted, trees, grassed, tracked, bridged, etc. Fifty yards of track. Hundreds of dollars worth of grass, trees, points, bridges, paint, etc. etc. Six locomotives, about forty rolling stock items. have spent about \$3000.00 – best offer? Interested? Need more information? Please contact John Wilson on 08 9371 6913



Membership Matters

After many years of great service as Registrar for the Branch, John Maker has decided to step down from the role. On behalf of all members thank you John for your dedication and hard work over the years.

By now most members will have renewed for 2012/2013 but if you have overlooked it please do so asap. You can renew online at the AMRA website but if you do not have web access and need a new form please contact me and I will print you a replacement.

Since the last issue of *The Branchline* we welcome the following members who have joined or rejoined our Association –

Ian Bannister	Darlington	HO
Lee Taylor	Aveley	HO
Isaac Hamilton	Kiara	OO
Paul Hamilton	Kiara	OO

We welcome all our new members to visit our clubrooms and understand that for some people joining a new organisation and getting involved can be a little daunting. However, if you make yourself known to the Duty Officer at your first meeting you will be made most welcome, given a tour of our Branch's facilities and be introduced to other members. We have fantastic facilities that are the envy of other clubs including a comprehensive library and numerous layouts that provide the opportunity for any member to run their own trains at most meetings.

I also encourage members to come along to the evening meeting on the first Monday of each month – we always have a guest speaker who will present a very interesting railway/model railway topic.

As a person new to the hobby I have found these meetings to be an excellent source of information concerning the hobby and a great opportunity to meet and get to know other members. Check our Branch Programme for details of the topic for each meeting.

Trevor Burke
Branch Registrar

Historic Railway Films

Google LMS Crewe Workshop Railway videos. This will bring up an historic film about the manufacture of an LMS Pacific locomotive from casting cylinder blocks, cutting the frames, etc. etc. The YouTube clip was a promotional film made in the 1930s. But do **not** let the OH&S people see these

There were several other clips of promotional films from the 1930s onwards. Not only are these about trains but they show what life was like in those days, fashion, vehicles, streetscapes, etc. etc.

TRAINMAN

Andrew Morling has advised that he is no longer taking on any repair work, layout building, or decoder fitting. He still has large stocks of second hand trains and will continue trading.

Andrew can be contacted on 9337 7052.

Caught on Nonni-cam – I C U P

Nonny tells me that the Nonnymouse family are slowly catching up with the others who use our Clubrooms – they now have a miniature digital camera, a *Nonni-cam*.

One of Nonny's off-spring, out for some practice, spotted a 'rude' scene on the *Dymock* layout. Signalman Bob's dog, Rufus, was watering the Dymock Signal Box fire hydrant, tut, tut, naughty, naughty.

Out came the *Nonni-cam*, unfortunately, as Nonny Junior is still trying to come to grips with his new gadget and the signalman's dog is known for chasing small four legged animals, he didn't quite get close enough, Rufus saw Junior and barked just as he took the photo, so it's a bit blurred but, as it is his first photograph, I promised Nonny it would be published to encourage Junior to try again.



Next time you are in our Clubrooms use your Mark One Eyeball and have a close look at this and the other excellent scenic effects the team have worked their magic on.

The Ultimate Portable Layout

Steve Rayner showed off this miniature layout recently. It is of Japanese manufacture to T [1:450] scale, with model rolling stock of Japanese prototypes. The two outer coaches of the four-car set are powered, the motors, apparently, are those used in mobiles phones to operate the vibrating 'ring' tone. The motor magnets are so powerful that the track can be turned upside down with the train on the track.

The Steve's baseboard is about 300mm x 400mm. All you need is a spare laptop carry bag and you could take this to work, play with it on your desk without anyone knowing that you are playing trains at work!!!

The items shown in the photographs, plus a number of accessories cost around \$200.00 from Hobbies Plus – see their web site at www.hobbiesplus.com.au for the full range.

